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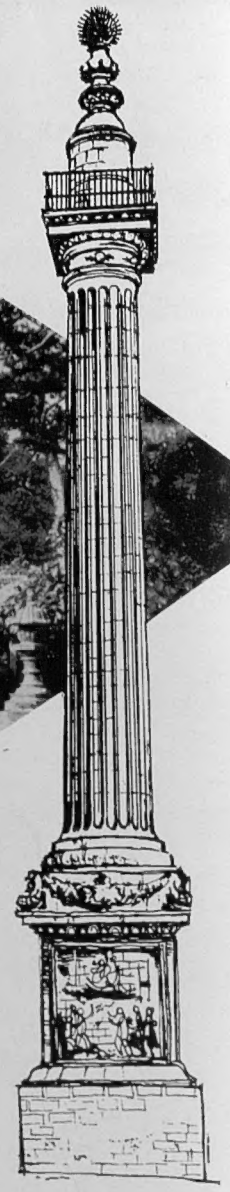

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Volume CCXXXIX No. 3107 The SPHERE, London, December 19, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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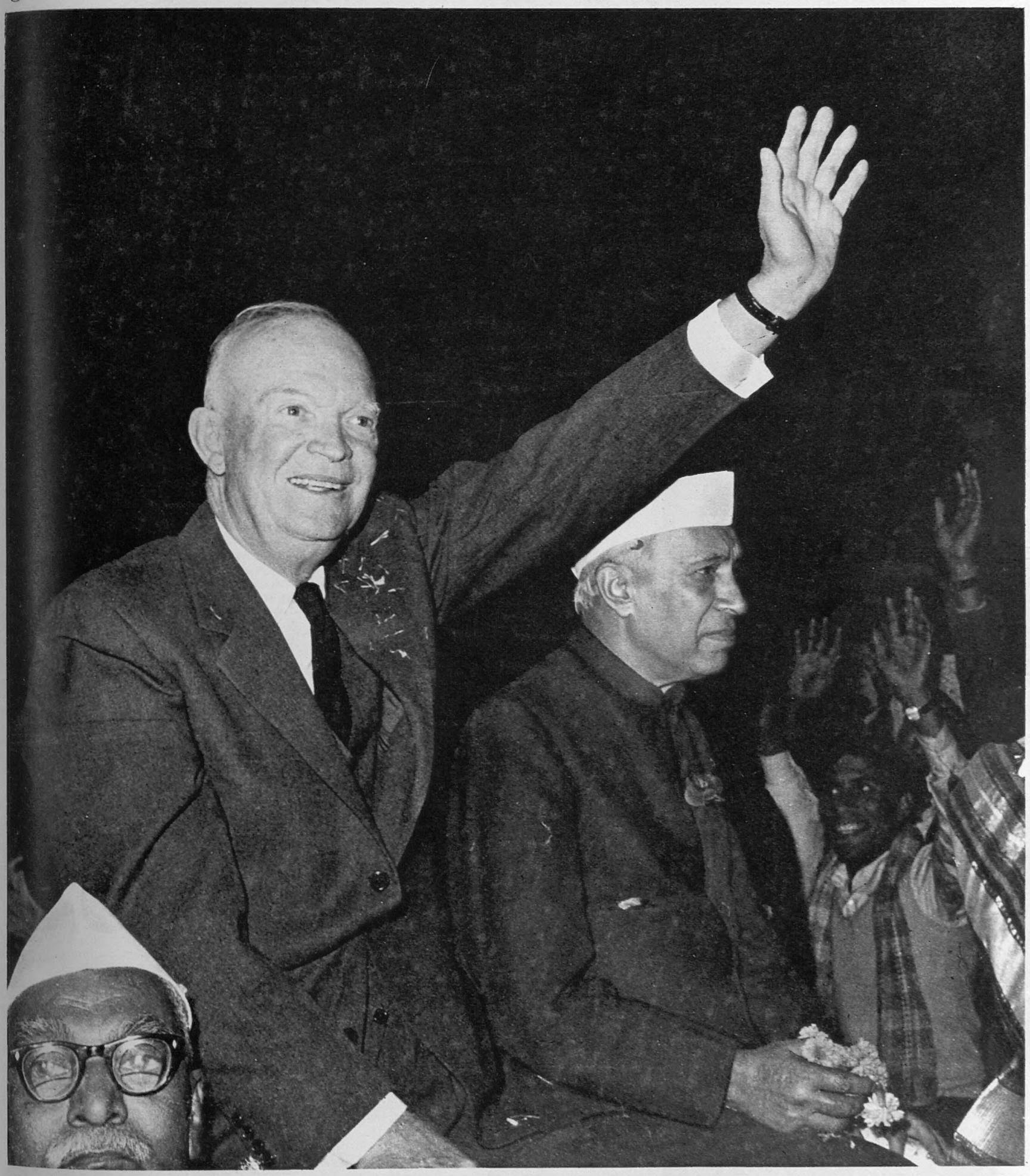

MR. EISENHOWER'S WORLD TOUR—THE AMERICAN PRESIDENT'S ARRIVAL IN DELHI: He drives from the airport into the capital of India. With him are Dr. Prasad (left-hand corner), the President of India, and Mr. Nehru. During his four days in India, President Eisenhower was acclaimed by enormous crowds. From Delhi he turned westwards for the last stages of his tour. After stopping at Teheran, Athens and Tunis, he was due in Paris yesterday (December 18) for the Western pre-Summit Conference.

The American President's historic tour of three continents, which began in Rome, continued into Asia last week. To a crescendo of popular applause he progressed from Turkey to Pakistan and then, with a brief halt in Afghanistan, to India. In Delhi 1,000,000 people gathered to greet him on his drive from the airport and another huge crowd heard him make his final speech in the capital last Sunday. On Monday last Mr. Eisenhower started back for Europe for the vital business for which his world tour, in spite of its historic importance, has been only the prelude. On Thursday of this week (December 17) he was expected to board an American warship in Tunis harbour and sail for France. To-day (Saturday) he is to sit in Paris with President de Gaulle, Mr. Macmillan and Dr. Adenauer and thrash out the details of Western policy for the Summit—the date, the venue and the agenda. When these have been agreed, the top-level meeting of the West with Mr. Khrushchev should be a stage nearer. President Eisenhower flies home by way of Madrid and Morocco at the beginning of next week. (Pictures of Mr. Eisenhower in Pakistan and India are on pages 470–471.)

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A PARADE OF MECHANISED TRANSPORT: On Thruxton Airfield, near Andover, in Hampshire, many vehicles take part in th biggest artillery display by Southern Command for several years. The occasion was the feast day on December of Saint Barbara, the patron saint of the Gunners. About 1,000 men of four regiments and other units took par

GLASS FOR COVENTRY CATHEDRAL: In his studio in St. John's Wood, London, Mr. John Hutton engraves a design on a pane of glass, 8 ft. high, using a small electric hand tool. The pane will form part of a huge glass screen, measuring 70 by 50 ft., for the new Coventry Cathedral.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

A Mission of Peace and Goodwill—

When these lines are published, President Eisenhower's world tour will be nearing its final stages. It was more than a double-purpose tour—a goodwill and a fact-finding tour. Of those two purposes, with the very short time at his disposal, goodwill will be more easily established than facts. In our sombre, suspicious world a friendly smile can achieve more than vague guarantees or nicely-chosen phrases, and the President's smile is famous as a conciliator. But his tour, backed by rival parties in the States, has been also a hail-and-farewell tour. He went out to see for himself some of the countries which American aid, advice and backing have tried to establish as free and independent nations, and to take farewell of a world which, as Western Generalissimo and U.S. President, he has profoundly influenced for fifteen years. We in Britain have clearly shown our interest in his mission and not withheld our admiration for his sense of duty and courage. Even in the short time at his disposal, in this country or that comprised in his tour, he will surely have seen some of the problems and difficulties as we in Britain see them, and certainly have gained an insight into the problems that face his various hosts. If the tour was too short to enable him to gather incontrovertible facts for decisive influence on discussions in Paris, he will appear there, if his health allows, with all the authority of a statesman who has some first-hand and up-to-date acquaintance with the problems to be discussed, a statesman whose sincerity and sense of duty are not to be challenged; a statesman who has convinced many a doubter that America's ways are indeed the paths of peace. For such a mission, the weeks before Christmas are well chosen, and I hope sincerely that he may spend Christmas Day as he would wish to spend it, with the bells of the City of God ringing out in his heart.

Moorhouse Museum—

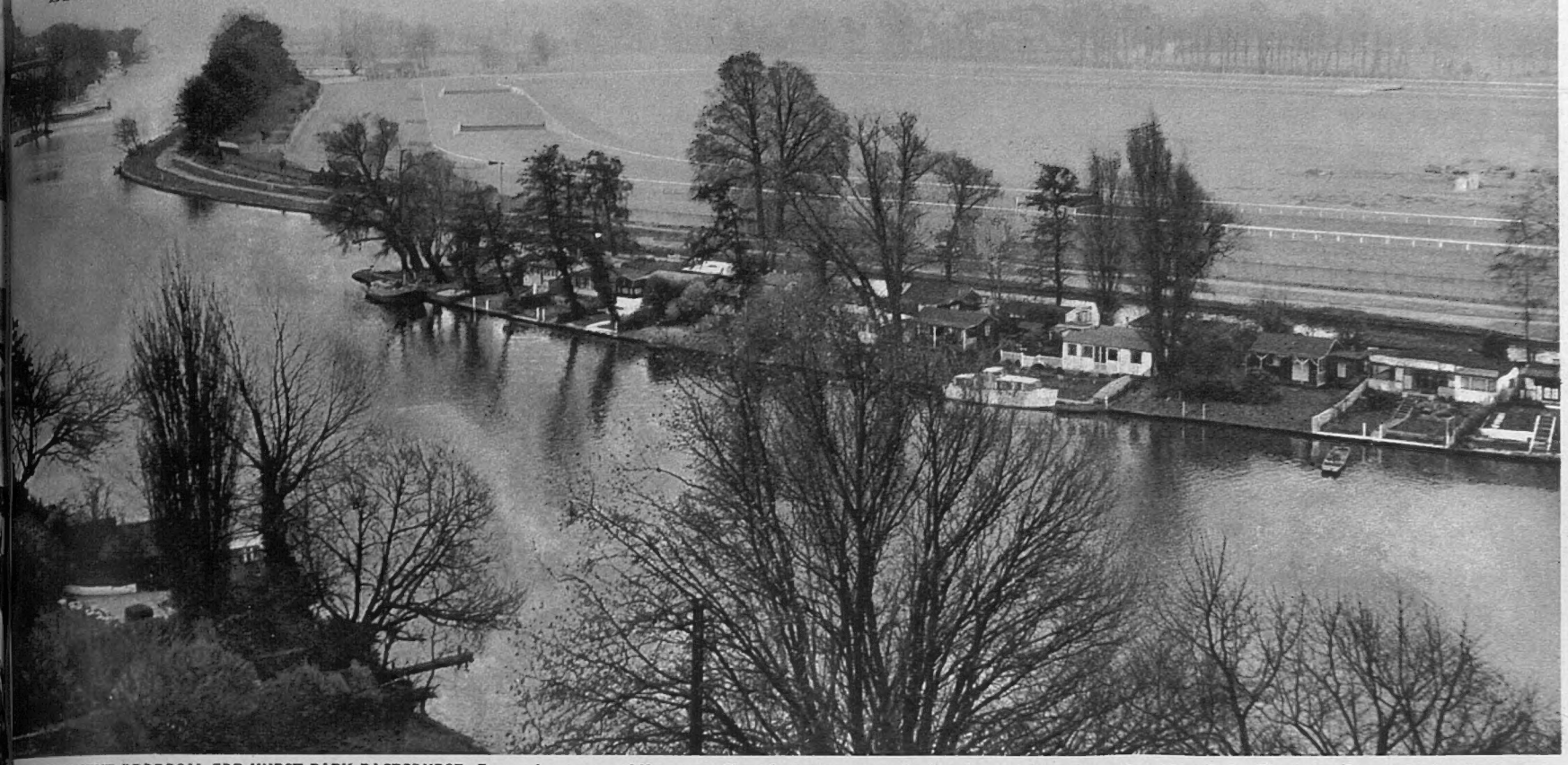
I did not envy Mr. Selwyn Lloyd in his duty to put into right perspective the reaction of the British public and their representatives in Parliament to the announcement of a "Moorhouse Museum." He was justified in expressing his belief that Nasser knew nothing about it and even deplored the build-up of a mere Press story to a *fait accompli* of international complications. A dirty and tasteless little paragraph in even a national newspaper is not unknown in Britain and seldom carries authority among sensible people. But when other newspapers accept it and applaud it, that inch of space in a column becomes an ell. That the population of Egypt contains more than its normal ration of scum, no Englishman who worked in Egypt in past decades would deny. Many of them found business or official life in Egypt like working in a monkey-house. But before the furious reaction entirely dies down i Britain, and diplomatic relations with Egypt are resume as between two civilised nations, Nasser must surely sho the strength of his dictatorship and leadership by co demning the idea and prohibiting it and trouncing a those in Egypt who have defended it as a righteou memorial to the memory of "defeated aggression." M Lloyd will remember what it cost this nation in blood an treasure when our Governments continued, in the face o incontrovertible facts, to deal with Hitler and the Nazi between 1934 and 1939 on the basis of diplomacy betwee civilised nations and statesmen. Until Nasser shows tha he is Egypt's leader and aims to make his country civilised the resumption of diplomatic relations between Britain an Egypt will be unpopular and ineffective. But the wors counter on our part would be to outbid the Egyptians i tasteless recrimination and to ladle scum on scum.

Fréjus—

The disaster caused at Fréjus by the burs ing of the Malpasset Dam was an "act of God" more terrible in its results than a blitz. This town, which has known many sensations and much suffering in its long history, is half-blotted out under a sea of mud and at least eight square miles of fertile country are submerged. Julius Cæsar called it *Forum Julii*, Pliny called it Classica. An important arsenal, it was often pillaged and burnt but was still an important port under Henry II. Fauche noted that "*cette ville devient plus deserté chaque jour.*" But it still had its sensations and historical hours, notabl when Bonaparte landed from Egypt in 1799 and, sixteen years later, when he escaped from Elba at the start of the "100 days"; and yesterday it had a population of 10,000. To-day it has suffered a Lynmouth disaster multiplied a dozen times, and the roll of dead is likely to reach 400. One can recall a score of grim disasters which have occurred shortly before Christmas, for December is always a stormy, uncertain month. At least they coincide with a season when generosity becomes for a time a practised virtue. And, heaven knows, generosity on a global scale will be needed to relieve the suffering and repair the damage caused by the bursting of the Malpasset Dam. There is a grain of comfort in the recent discovery that towns such as Caen or Lynmouth blitzed by war or by nature not only rise quickly again but are accepted by those who live in them as far superior to those destroyed.

Dartmoor Prison—

At Princetown, on Dartmoor, discussions have been taking place between the Prison Commission and the Ministry of Works and local authorities and interests. The terms of reference were confined to site and architectural matters. For years this antiquated barrack, which guarded prisoners of war during



DEVELOPMENT PROPOSAL FOR HURST PARK RACECOURSE: From the tower of Hampton Church can be seen the London racecourse at the side of the Thames. At a meeting last week, shareholders of Hurst Park Club Syndicate approved a directors' proposal to enter into an agreement with Wates Limited to develop the 122 acres as a residential neighbourhood, should adequate planning permission be granted. It was hoped that some of the houses would be detached residences. Racing will continue at Hurst Park until the end of 1960.

the Napoleonic Wars, has been a target for criticism, particularly by the prison staff. For as long, there has been public and local criticism over the maintenance of a prison in a famous beauty spot; and Dartmoor in summer deserves that description. In chill and foggy winter Princetown is stark ugliness and gloom. The Home Secretary will consider the report of this meeting, with its limited terms of reference, and consider whether a wider public inquiry is justified. To-day, the effort to find new prison and reformatory sites is invariably opposed by local interests. If Dartmoor Prison were scrapped, as it deserves, and not replaced, as it must be, there would be bitter opposition to its re-erection anywhere else in Britain. As a nation we do not always treat very respectfully our National Trust properties, green belts and beauty spots, but we are all for our amenities if a penal settlement or an atom plant offers itself as a neighbour. There are advantages in siting prisons for dangerous criminals in unpopulated areas. Dartmoor Prison has been almost escape-proof. But unpopulated areas provide the bulk of our beauty spots. Plymouth, we know, would heave a sigh of relief if the barrack at Princetown disappeared from the scene on Dartmoor. But great cities in the rest of England would fight hard to avoid the honour of finding an alternative site in their own favourite beauty spots.

Parliamentary Privilege—I did not hear the Lord Chancellor's lecture last May on Parliamentary privilege, and I am glad to have studied it in print. Recently this privilege has been sometimes attacked in our modern society which grows more suspicious of privilege and tradition and is inclined to lump the two as an outworn survival. The historical stages by which privilege of Parliament grew are as convincing of its justification as is privilege in cases before the courts. Both those who make and those who administer the Law must have every opportunity to air and to establish the truth. Lord Kilmuir acknowledges the difficulties which may arise from privileged freedom of speech in Parliament not least in the damage which may be done to an individual's reputation without legal redress. He mitigates those dangers by relying on the civilised behaviour alike of the privileged and of the public in a highly-civilised country like ours. Perhaps it is true that by and large we trust our rulers to eschew malice. Lord Kilmuir believes that the qualities of those who seek a career in Parliament are still high and that "a curious, indefinable but very strong atmosphere of Parliament exists." I hope it is broadly true, but we are none of us saints, and whatever he may mean by the atmosphere of Parliament, one rather hopes it does not leak out beyond the Palace of Westminster. Sometimes we fancy we detect a very strong whiff of Parliamentary privilege and *hubris* when Members concern themselves with personal matters unconnected with their Parliamentary duties to the State or to their constituents, and use their privilege and authority to overawe those who offend them personally.

Rekindling Some Ashes—The M.C.C. touring side have been tossing their way across the sea to Barbados, and already I envy them. Cricket is their passion and cricket needs, above all, plenty of sunshine. In the West Indies cricket is still a religion and the sun a friendly overlord, almost too strong for English eyes. We have the winter before us still in England. The M.C.C. team sail into an English summer (model 1959). They should smile. But they have something to wipe off the slate. As representatives of English international cricket, they have much lost ground to recover. They have still to gain a victory in the West Indies. The tour of 1953-54 ended in a draw; a draw over which it is best to draw a veil, for there were more ugly incidents than sporting thrills. The blame for this "failure of a mission" was not on one side only, and both May and Robins and the West Indies captain are determined to prevent a recurrence. We have a good and fairly young side, but our Test strength in recent years has lain in spin-bowling and West Indian wickets are not suited to spin in which we are to-day weaker than we were. The wickets are made for batsmen and we have some good ones, and I expect that enormous scores and drawn games will be the rule. If it be so, the public will be inclined to deal in cheers rather than beer-bottles; and win, lose or draw, we should make friends this time and gain some needed confidence and practice. I regret that I was not chosen by the Selection Committee, no doubt on the score of age only. The same harsh objection excluded Bailey and Bedser, Laker and Lock, all redoubtably good at need.

Devon's Aggression—From the Devon Coast on a dirty day the island of Lundy looks desolate and sombre. But there is no room for desolation in the hearts of men who are independent, who pay no rates and derive no benefits from the generosity of local bureaucracy; nor, indeed, in the hearts of men who live in an island where crime-waves are unknown and queues unimaginable and traffic problems and housing problems and atom sites and strikes cause no headaches. When, a few years ago, it was decided that the island was part of the electoral division of Torrington, the islanders objected. Later some changed their attitude towards voting. At the moment, the owner of Lundy, Mr. Albion Harman, is absent, travelling in Africa. He inherited Lundy from his father, Mr. Martin Harman, who bought the island for £16,000. It is a benevolent dictatorship, and the population is contented. It amounts to fifteen permanent residents; and as for education, there is no question of over-large classes. There is apparently only one child and he receives individual attention, and at ten months of age is said to be progressing satisfactorily. So, Devon County Council's educational arguments are all my eye; and why anticipate crimes of violence in Lundy? There are plenty to deal with on the mainland. But the population of Lundy may not be unanimous for independence, and if a majority favour union with the mainland, Devon is not the only local overlord. Wales has a case for absorbing Lundy, geographically as sound.

THE CHRISTMAS NUMBER

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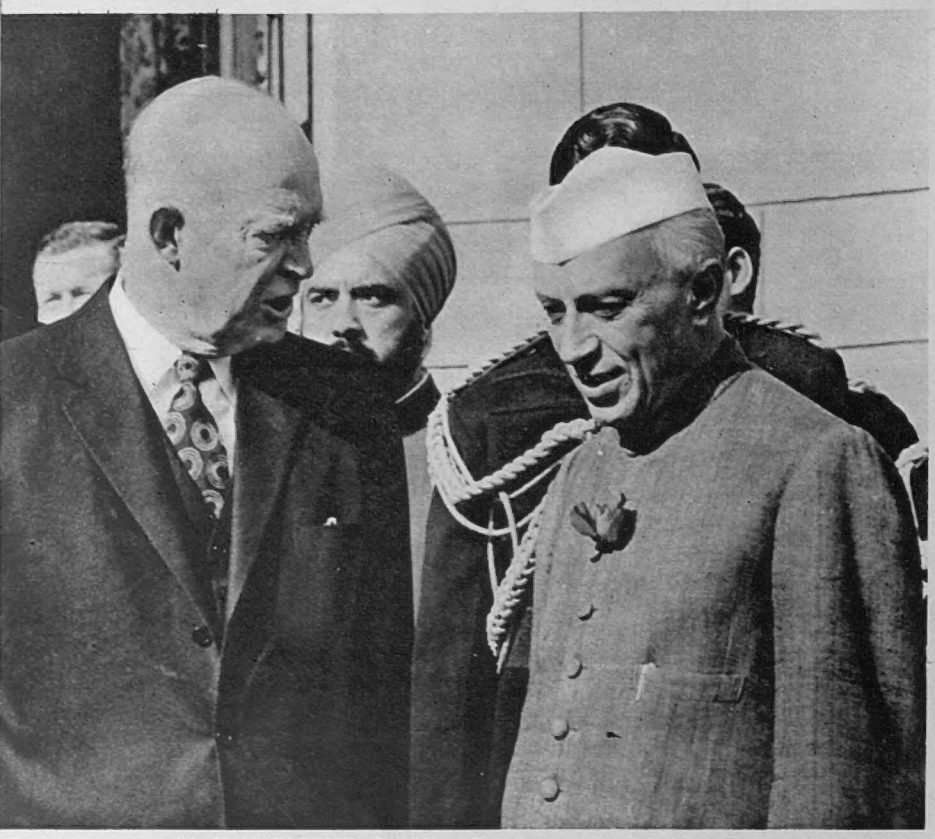
To make sure of copies for yourself and your friends, do not delay ordering from any bookseller or newsagent in the United Kingdom. There are many pages in full colour, including a new reproduction of "Cherry Ripe," Millais' famous painting which had a sensational success when first published in 1880 in *The Graphic*; the Court life of the Sun King by William McLaren; colour photographs of the Royal Ballet and a charming Renoir. In black and white is a fine painting by Montague Dawson; articles by W. Macqueen-Pope and George Speaight; and the work of a number of well-known artists.

Dancing for Their Dinners—The acceptance of peerages, hereditary or for life, seems to have a very distressing effect on men who have retired from public life. It almost seems to confirm my view that, however much we continue to love the title lord, it no longer serves a useful purpose. The idea of creating additional life peerages was to reinforce the revising and debating abilities of the Upper House, which had for long relied on a small percentage of hereditary peers. It is disappointing to find that some of them talk or write such unmitigated nonsense outside that House as to call in question their fitness for increasing its store of wisdom and experience. It would surely be better to reward these elder statesmen with lump sums of money than with titles. They deserve to live out their sunset years free from financial worries, and it is possible that the need to support the dignity of a peerage may require them to earn more than is needed to keep the wolf from the door. To earn that necessary money, they must lecture and write for the Press or make appearances on TV, and to do that successfully, they must talk the sort of popular nonsense which their public understands or enjoys. They dare not be quite so foolish when speaking in the House of Lords. The majesty of the Woolsack and the traditions and dignity of the House restrain them. No doubt they must dance for their dinners. It is wrong to tempt them to dance for banquets. Both Lord Attlee and Lord Morrison of Lambeth have cut some clumsy steps in this popular form of ballet, and the exercise is not confined to peers of one party only.

Paying for Our Fun—It may be sometimes salutary, though hardly necessary, to remind the human race that it must always pay for its fun. Since the end of October we have been paying for our wonderful summer with abnormal rains and gales, and by the end of the first week in December more than 11½ ins. of rain had refilled the wells and left a surplus above ground. So it is that the year of the great drought will prove a year with a rainfall above average. January, March and April were wet months providing over 11 ins. of rain. August was quite a wet month. Our record drought was really supplied by May, June and September deficiencies. The year of the great drought will show a rainfall of over 30 ins., which is above the average in Central Southern England. So much for sensational records.

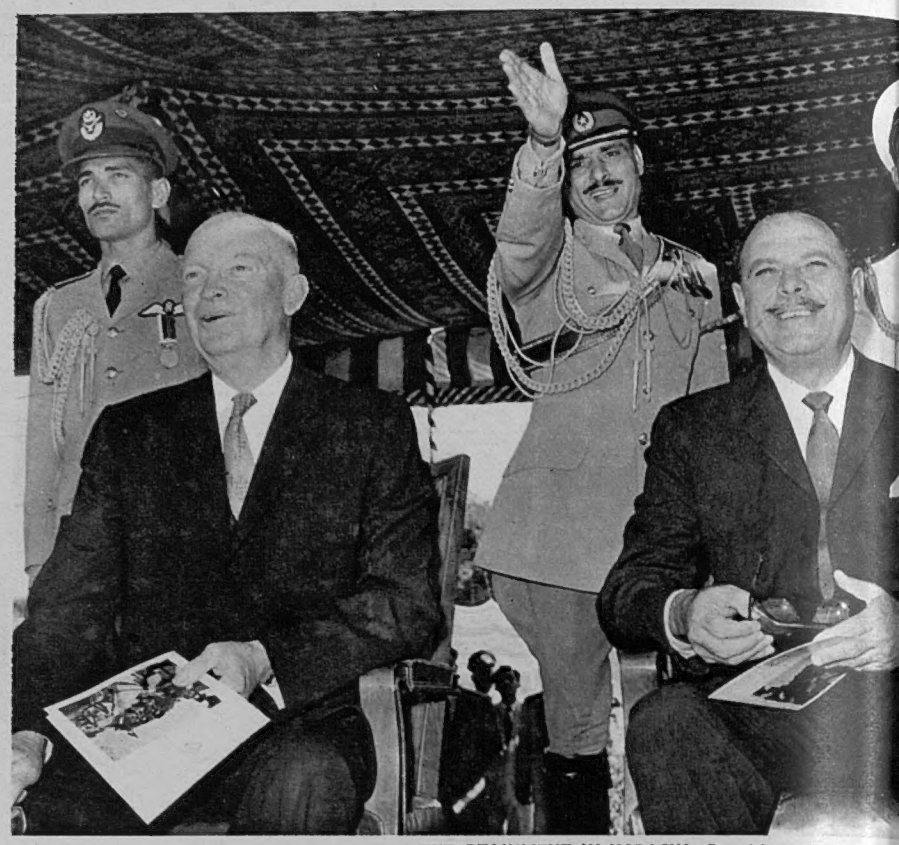
THE OLD STAGER



DISCUSSION IN DELHI: President Eisenhower stands with Mr. Nehru in the Indian capital. The American President's programme during his four days in India consisted of a number of public speeches, visits to several places outside Delhi, including Agra, to see the Taj Mahal, and private conversations with Mr. Nehru. In his utterances to the vast crowds which flocked to hear him, Mr. Eisenhower referred often to America and India's common ideas on freedom. His talks with Mr. Nehru were said to range over a wide field.

Mr. Eisenhower's Tour.

IN PAKISTAN AND INDIA



ENTERTAINMENT IN KARACHI: President Ayub of Pak and his distinguished guest sit and watch a di of horsemanship by the Pakistani Presid mounted guard in the polo grounds. While Eisenhower was in Pakistan much time was giv serious business. A joint statement before he lef that "world-wide political questions" were disc It was understood that particular attention was to American economic aid to Pakistan, to the rel between Pakistan and India, and to the Kashmir que

PELTED BY FLOWERS AND SURROUNDED BY THE MULTITUDE—INDIA'S WELCOME TO MR. EISENHOWER: The car in which he drives with Mr. Nehru is strewn with petals. In spite special precautions taken by police accustomed to handling vast crowds, at various points on the route into the capital, the wildly enthusiastic populace burst through the co dons and surrounded the President's car. The drive of thirteen miles from the airport into Delhi took over two hours instead of the forty minutes scheduled for the journe

ORIENTAL SPLENDOUR THROUGH THE CAPITAL OF PAKISTAN: With a pomp reminiscent of British Viceregal days, President Eisenhower is escorted in an open carriage drawn by bays through the streets of Karachi. A salute of twenty-one guns had heralded his arrival at the airport and the entire eight-mile route to President Ayub's house was gay with flags and bunting. About 500,000 spectators lined the eight miles to cheer Mr. Eisenhower. Later in the day he was the guest at a reception by the civic authorities of Karachi.

E PRESIDENTS OF GREAT DEMOCRACIES OF THE WEST AND THE EAST: Wearing the traditional garland of welcome, Mr. Eisenhower is seen with Dr. Prasad at Delhi airport on his arrival from Afghanistan.

A HISTORIC DAY IN AFGHANISTAN: Native dancers perform in the street as President Eisenhower drives with King Mohammed Zahir into Kabul. The former had just landed on the Russian-built runway of Bagram military airport. In his brief stop in Kabul, Mr. Eisenhower had talks with the Afghan Prime Minister.

NIGERIA GOES TO THE POLLS

A Close Contest in the Federal Election

Nigeria, Britain's largest colony, went to the polls last Saturday to elect the Federal Government which will administer the West African territory when it becomes independent in October next year. With three main parties in the field the campaigning was keen, and troops and police stood by at election meetings, at polling booths as votes were cast, and when results began to come in. The Action Group, led by the Western Premier, Chief Awolowo, did fairly well in Western Nigeria, and had an outstanding success at Kaduna, the Northern regional capital. With 246 of the 312 results known they had 62 seats. The Northern Peoples' Congress was in the lead with 87 seats and there were still votes to come in from the scattered rural constituencies of the Moslem North, where the Congress were reported to have a firm hold. Among these late results was the constituency of the Northern Peoples' Congress leader, Alhaji Sin Ahmadu Bello, one of the three contenders for the post of Federal Prime Minister. Another aspirant for this position, Dr. Azikiwe, the leader of the Alliance Group and the Premier of Eastern Nigeria, was elected with a large majority. The Alliance Group itself were in second position with 86 seats.

THE FEDERAL ELECTION IN NIGERIA: In their colourful robes Nigerians queue outside a Lagos polling booth to register their vote on Saturday of last week. As the results came in, the three main parties, the Action Group, the Northern Peoples' Congress and the Alliance Group, were all close together.

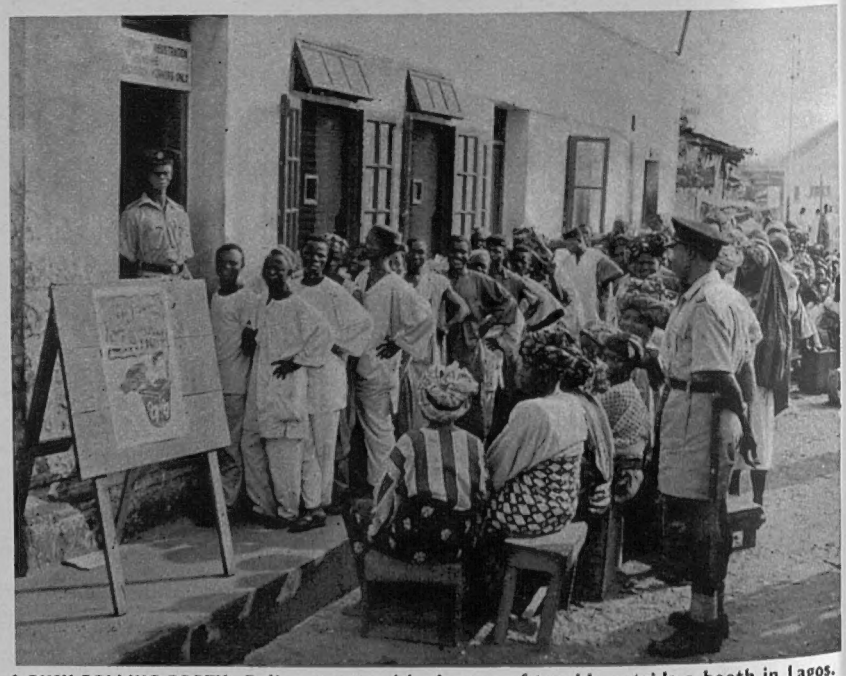
On left—

AN ELECTION MEETING: At Odunfa, a district of Lagos, the Federal capital of Nigeria, a large audience listens to an Action Group candidate putting his party's case. Western Nigeria was largely held by the Action Group, whose leader is the Western Premier, Chief Awolowo, an aspirant for the post of Federal Prime Minister.

On right—

THE ACTION GROUP LEADER: Chief Awolowo receives his voting slip in his home town of Ikenne, Western Nigeria. In the Federal Election he was elected with a large majority.

A KEENLY-FOUGHT ELECTION: A National Council of Nigeria and the Cameroons candidate addresses a crowd on the eve of the election. His party is linked with the Northern Elements Progressive Union to form the Alliance Group with Dr. Azikiwe as its leader.

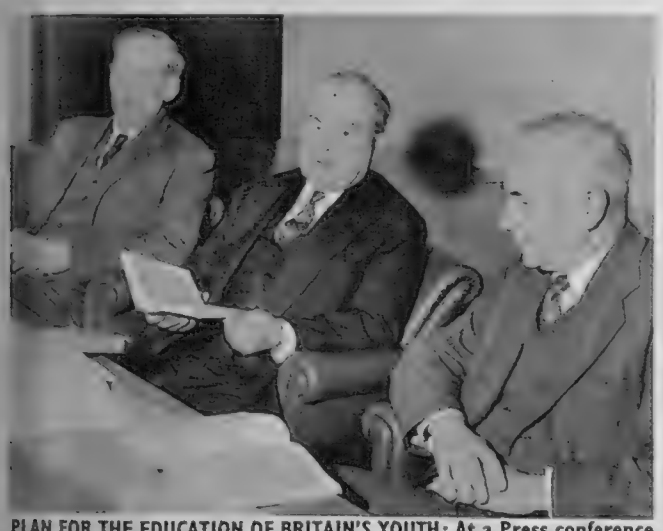


A BUSY POLLING BOOTH: Policemen stand by in case of trouble outside a booth in Lagos. The new Federal Government will represent over 32,000,000 people in the West African territory. Nigeria's independence will be formally declared next October.

THE NEWS IN PICTURES

REPATRIATION OF KOREANS: At the Japanese provincial port of Niigata, a train, carrying Koreans bound for Pyongyang, is delayed by supporters of the Mindan (South Korean residents' association). Having reached Niigata, the Koreans were taken later by Russian ships to North Korea. It was reported that some 5,000 people applied to be repatriated under an agreement negotiated by the Red Cross Societies of Japan and North Korea. Despite the protests of the South Korean Government and the passive resistance of its supporters in Japan, the start of the move was completed with a minimum of incidents. But both trains, arriving at Niigata from the Tokyo and Osaka regions, were delayed by South Korean supporters sitting or lying on the tracks. The demonstrators linked arms to hinder police efforts to dislodge them.

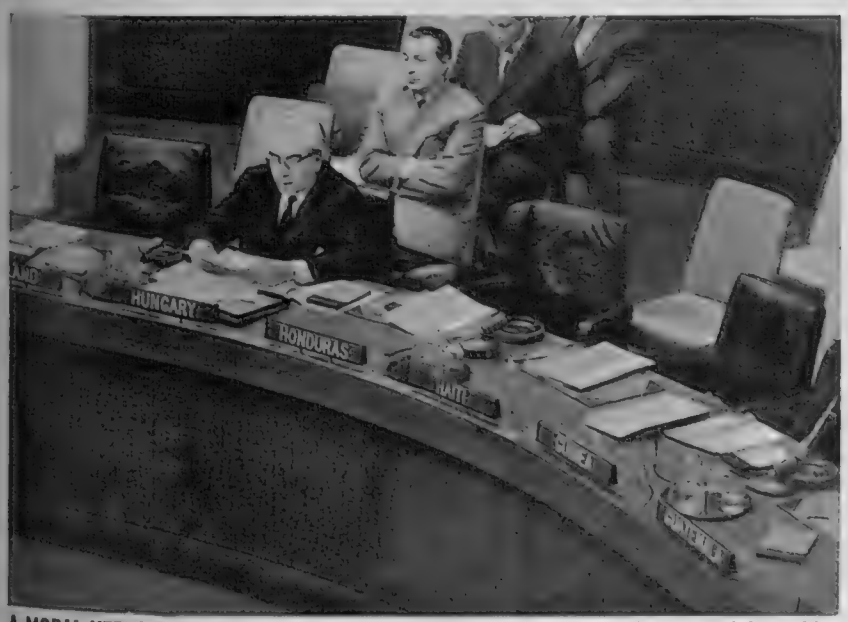
PRESIDENT DE GAULLE IN MAURETANIA: In the Islamic Republic in West Africa, General de Gaulle shakes hands with one of the Beidane, known as the "blue men," because they wear a dark indigo cloth which colours their skin. About 100 of the tribe have been employed in drilling operations at Fort Gouraud. A four-nation, predominantly French company has announced plans to mine high-grade iron ore from sites near Fort Gouraud. A town for 6,000 inhabitants and 400 miles of railway will be built to allow for an initial production of 4,000,000 tons of high-grade ore a year. President de Gaulle was on his way to the sixth session of the Executive Council of the French community held last week-end at St. Louis du Sénégal, at which he accepted the Federation of Mali's wish to become independent.



PLAN FOR THE EDUCATION OF BRITAIN'S YOUTH: At a Press conference on the occasion of the publishing of the Crowther Report are, from left, Mr. J. A. Humphreys, the secretary; Sir Geoffrey Crowther, the chairman; and Mr. D. G. O. Ayerst, the Assessor. The Report, by the Central Advisory Council for Education (England), makes comprehensive recommendations for the development of education of young people from fifteen to eighteen over the next twenty years. It proposes to raise the school-leaving age to sixteen in the late 1960's.

On left—

MR. NOEL-BAKER RECEIVES THE NOBEL PEACE PRIZE: At the ceremony in Oslo, the Labour M.P. for Derby South (left) receives the award from Hr. Gunnar Jahn, the chairman of the Parliamentary Nobel Committee. Mr. Noel-Baker later made a gift of £10,000 to the United Nations Association to the fund for a campaign for the policy of general disarmament.



A MORAL VERDICT BY THE U.N. ON THE HUNGARIAN SITUATION: At the General Assembly, the Deputy Foreign Minister of Hungary, Mr. Janos Peter, addresses the few delegates who remained to listen to him. Several speakers later referred to his speeches as a fanciful version of what had happened in Hungary. The Assembly endorsed the report presented by its special representative, Sir Leslie Munro. By 53 votes to 10, with 17 abstentions, the U.N. went on record again as deploring the continued disregard by Russia and the Hungarian regime of resolutions already passed by the Assembly. Apart from Communist spokesmen, no speaker sought excuses for the presence of Russian troops in Hungary.

MR. MENZIES' VISIT TO MALAYA: At a banquet in honour of the Australian Premier at Kuala Lumpur are, from left, Datin Raha, wife of the Malayan Deputy Prime Minister; Tunku Abdul Rahman, the Prime Minister; Dame Pattie Menzies; the Yang di-Pertuan Agong; the Tengku Ampuan of Selangor; Mr. Menzies; and Puan Sharifah Rodziah, wife of the Malayan Premier. During his goodwill visit, Mr. Menzies said that the Australian Government was considering ways of helping Malaya with its new medical faculty under the Colombo Plan. He also said that the Malayan Cabinet had reassured him that there was no criticism of the presence of Australian troops in the Federation.

THE NEWS IN PICTURES

AFTERMATH AT FREJUS: Five French Cabinet Ministers inspect the devastation in the Riviera town caused by the bursting of the Malpasset Dam. From left, in front, are M. Buron (Public Works); M. Chenot (Health); M. Chatenet (Interior) and M. Rochereau (Agriculture). Behind M. Chatenet, M. Sudreau (Construction) is seen in profile.

THE RUINS OF A DWELLING: Long sticks are used to probe the deep water lying in the remains of a building in the stricken town. At the end of last week it was expected that the final death-roll from the catastrophe would reach well over 400.

RESTORING COMMUNICATIONS: Bulldozers work to move the mud and silt left by the floods from the National Highway 7 outside Fréjus. This road is used every year by thousands of tourists. In the background are railway coaches swept from the nearby tracks.

PRECAUTIONS AGAINST EPIDEMICS: Antiseptic spray is pumped from a jeep over the station yard as a measure against possible epidemics. Another precaution taken by the local authorities was compulsory vaccination against typhoid for all inhabitants.

A STAINLESS STEEL RESEARCH AIRCRAFT: The picture is of a model of the Bristol 188, which is designed to fly at speeds of more than 1,500 m.p.h. Details were released last week of the aircraft which is nearing completion at the Filton works of Bristol Aircraft Ltd. Being built to the order of the Ministry of Aviation, the 188 is a single-seat monoplane, powered by two de Havilland Gyron Junior DJG 10 turbo-jets, which are fitted with a reheat system. To meet the problems of kinetic heating new techniques in the fabrication of welded stainless steel have been evolved. The aircraft is designed to be flown conventionally and to land and take off on normal runways. The first flight tests are to take place in 1960.

A NEW WORLD AIR SPEED RECORD: Brigadier-General J. H. Moore is seated in the cockpit of the Republic F-105 fighter-bomber in which he established a new record over a 100-kilometre course at Edwards Air Force Base, in California. Flying at 1,216 m.p.h. at 38,000 ft., the American pilot beat the record of 1,100 m.p.h. set up in June by a French pilot. At a news conference General Moore said that the fighter had flown faster than 1,400 m.p.h. in a straight line before entering the set, circular course of just over 62 miles. Because of his speed and altitude, General Moore relied on radar to keep him in the circle. A pilot on the ground, watching the aircraft on a radarscope, radioed advice to him.

THE NEWS IN PICTURES

MR. MACLEOD IN MALTA: On his arrival by air the Colonial Secretary (right) is greeted by the Governor, Sir Guy Grantham. Mr. Macleod made a brief stop to discuss the island's future when on his way to tour East Africa.

THE NATIONAL POULTRY SHOW AT OLYMPIA, IN LONDON: Visiting the show, Mr. John Hare, the Minister of Agriculture and Fisheries, points to one of the entries in the Clean Plucked Turkeys class. Officially there were no live birds in the show because the organisers had decided to cancel all classes in this section to help in the fight against the fowl pest epidemic. But more than 1,000 head of live poultry were used by standholders for demonstration purposes. A large range of appliances and equipment was demonstrated and there was a record entry of more than 1,000 dressed birds in the table poultry section.

PREPARING THE FIGURES FOR A LONDON CRIB: Miss Josephina de Vasconcellos is at work on the group of shepherds and animals which she has made for the Christmas crib in Trafalgar Square. The crib, now in position close to the Norwegian Christmas tree, has been placed there by the Vicar of St. Martin-in-the-Fields to form part of the religious activities in connection with the World Refugee Year. With the 18-ft.-long stable there are three life-sized groups of figures.

DEMONSTRATIONS IN VALLETTA: Supporters of the Maltese Labour Party parade in the capital of the island. The slogans on the banners proclaim the party's demands for independence and a complete break with Britain. The demonstrations, which had been arranged for a public holiday, coincided with Mr. Macleod's arrival in Malta. Mr. Mintoff, the Labour Party leader and former Prime Minister—he resigned office twenty months ago—refused an invitation to meet the Colonial Secretary. Thus Mr. Macleod could hear only the views of the leaders of the smaller political groups.

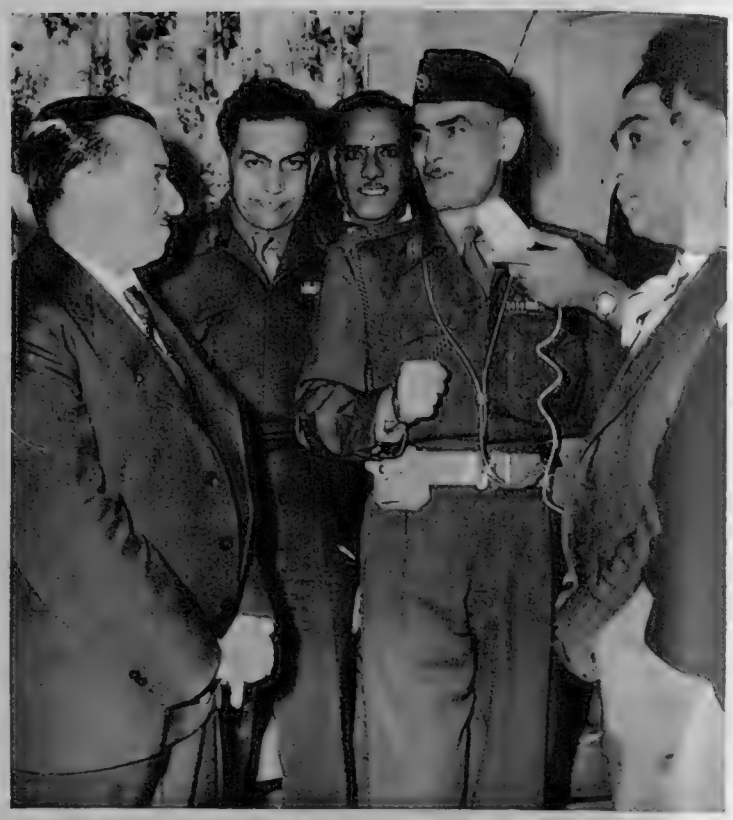
On left—

CONSTITUTIONAL DEVELOPMENT IN BELGIAN CONGO: The Governor-General, M. Henri Cornélis, addresses the Government Council in Leopoldville. This was the last time the Council, which consisted largely of nominated members, met in its old form. Last week-end elections were held throughout Belgian Congo. As a result elected authorities will replace the nominated Council and the advisory bodies.

A CONSEQUENCE OF FOG ON M.1: A lorry lies overturned by the side of the London-Birmingham Motorway and the plaster it was carrying is spilled on the ground around it. The vehicle was one of a number concerned in a series of mishaps during a fog on the motorway last week, half a mile north of the flyover for the Luton-Dunstable road. The lorry was reported to have been in collision with another lorry and a car. Within a few minutes about twenty vehicles which were following were involved in pile-ups. Some cars were badly damaged, but no one was seriously injured. After the first collision a workman on a nearby site ran along the road waving a sodium flare, in an attempt to warn traffic of the danger ahead, but drivers failed to appreciate the significance of his signals.

THE NEWS IN PICTURES

ANGLO-AMERICAN ECONOMIC DISCUSSIONS IN LONDON: Mr. Douglas Dillon (left), the United States Under-Secretary of State concerned with Economic Affairs, Mr. Selwyn Lloyd and Mr. Heathcoat Amory meet at the Foreign Office in Whitehall. The important talks between the American and British Ministers last week related to the current economic situation in Europe and the possibility of increased economic aid from certain Western European countries to the under-developed areas of Asia and Africa. Mr. Dillon left London on Thursday of last week for similar discussions in Paris, Brussels and Bonn. His main purpose was to learn the views of members of the Six and the Seven Trade Groups.



GENERAL KASSEM LEAVES HOSPITAL: The Iraqi Prime Minister expresses his thanks for the medical care given him in the Bagdad hospital during his recovery from the attempt made on his life last October. On left is Major-General Muhammad al-Shawwaf, the Minister of Health. On leaving the hospital, General Kassem toured various quarters of the Iraqi capital and appeared on a specially constructed platform outside the Ministry of Defence. Huge crowds gathered to cheer him and to shout slogans against Colonel Nasser.

SNOW IN THE EAST OF THE UNITED STATES: Muffled in a thick scarf, a policeman helps to push a snow-covered car up a hill on the Lincoln Highway in the centre of Lancaster, a small town in Pennsylvania. Heavy falls of snow in the district resulted in severe congestion of traffic. *Left*—Two lines of cars and lorries stretch bumper to bumper along the western end of the Penn Lincoln Parkway into Pittsburgh, Pennsylvania. The difficulties traffic experienced because of the weather were augmented in the Pennsylvanian city by a strike of employees of the Pittsburgh Railways Company. The dispute, starting in the early morning, brought a great increase in the number of cars on the roads.

OPENING THE FRENCH PIPELINE FROM THE SAHARA: M. Debré, the French Prime Minister, presses the button to open officially the pipeline at Hassi Messaoud, in the Sahara. The 412-mile route carries oil to the port of Bougie, on the Mediterranean coast. *Right*—The plant at Haoud el Hamra forms part of the pipeline in the Sahara. In fact, the installations had been in operation for about a month. With only two of the four pumping stations working, 4,800,000 tons of oil are pumped through a year. It is expected that the other two stations will be working at the beginning of 1960, when the pipeline's total capacity per year will rise to 14,000,000 tons.

World Affairs

FRANCO'S SPAIN AND TOURISTS' GIBRALTAR

By JOHN CONNELL

BENEATH an admittedly, some may say an exasperatingly, confident exterior I am constantly consumed with doubts about my qualifications as a commentator on foreign affairs. I have never been of the tribe of correspondents who sail breezily into a capital city, call in quick succession on the President, the Minister of Home Security, the Foreign Minister and (if it is that kind of country) the Leader of the Opposition, or (if it is not) are awakened at dawn by the secret police and bundled across the frontier, in order to tell the full, uncensored truth. I don't know whether I envy men—and women—of this sort more than I dislike them. I only know that I cannot emulate them.

Take, for example, my first, belated visit to Madrid. I arrived in Madrid by night, in an asthmatic elderly bus, and by mistake. The aircraft in which I was going to Gibraltar lost the assistance of the starboard outer engine—a mishap which is almost endemic in any aircraft in which I travel—and turned back out of the way of a storm which sent a big liner aground in Algeciras Bay. Had I been Mr. Earle K. Bigmouth, here was an unrivalled opportunity to bounce in on General Franco, put him twenty straight questions, and get myself in line for this year's Pulitzer Prize. I evaded this obvious, simple challenge and did not even gatecrash a large Point Four cocktail party (full of Harvard graduates in dark grey suits) which was being held in my hotel. Instead, I walked about the cold and windswept streets, went to the Prado and looked at the El Grecos and the Museo Lazaro and saw a superb Constable and a beautiful child-portrait by Sir Thomas Lawrence; then I took the night train to Algeciras.

I could never (I hope) be Earle K. Bigmouth, but I am not unaffected by profound, diverse and conflicting emotions whenever I go to Spain. To men and women of my generation the Spanish Civil War is now a memory—or rather an accumulation of memories—of unique significance. It petered out exactly twenty years ago in Franco's victory, the importance of which (for those of us, like myself, who by that time were in uniform) was dwarfed by vaster and more immediately pressing concerns.

But I was, for months stretching into years, steeped in the lore and mythology of the Spanish Civil War; my more adventurous and ideologically enraptured colleagues went scudding off to report it. If the myths were to be believed (and why should they not be?), if you went into any darkened, bomb-endangered, cellar-café in Madrid, in those heroic times, you were bound to encounter Stephen Spender arguing the finer points of Marxism with Jennie Lee, while Ernest Hemingway (scratching his hairy chest) lectured them on the fighting on the Piave in 1917-18 and Philip Jordan listened, with his curious, wry smile tightening his lips. My friend, George Steer, sent *The Times* a factual report of the bombing of Guernica and earned Geoffrey Dawson's weightiest displeasure for being so tactless.

Heroic times? They have an odd "period piece" air about them nowadays. In Britain, I think, some young men and women of the Left found an outlet for those generous and gallant sentiments which their ideology had told them were phoney if expended on their own sovereign and country; they had been taught that patriotism was a dirty word, but they wanted a cause to exalt those sentiments and to demand service and sacrifice of them. They found it in the Spanish Republic, and the best of them fought, and a few died for it. Theirs is the honour. But a deal of windy nonsense was written and talked in those days, and its effects still colour the attitude of the British Left to international affairs.

The Franco regime has survived for twenty years. No one in his senses would claim that it is politically or socially admirable. It is a ramshackle, down-at-heel, seedy and tired regime. It is not at all efficient or humane. It creaks and grumbles along in its old-fashioned way because there is nothing in sight to replace it. Contemporary Spain has a shallow and rather appalling contemporary veneer. This is the Spain which, along almost the whole of the Mediterranean coastline, from the foothills of the Pyrenees to within a few miles of Gibraltar, the tourists see; and Spain takes the tourist industry very seriously indeed. But let nobody think that this is anything but a veneer.

The rash of villas to let, the rather more massive outcrop of skyscraper hotels, are not Spain. The mutilated beggars, the half-naked, scorbutic children with the flies crowding round their grey-filmed eyes, the rural peasantry living on a standard of subsistence no higher than that of the Egyptian *fellahin*, the poverty, the pain and the stoic, humble endurance—these are the unchanged realities of Spain. Socially and economically Spain is still a country of gross and horrifying inequalities, which would seem quite intolerable in any other Western European country.

Would Spain have come to terms with the twentieth century—terms such as France has reached and Italy is striving to reach—had it not been for the Civil War? I suspect so, and yet I cannot rid myself of the belief that the Civil War, regardless of its outcome, was an historical necessity. Will Spain, in spite of the depressing grubby quality of the Franco regime (a quality which seeps inexorably through all the surface whitewash and gloss), in the end find a *modus vivendi* with and within our epoch?

The answer, I imagine, lies with those two persistently dominant elements in Spanish politics, the Church and the Army. Franco's officer class is, we are told, inefficient, corrupt and infested with cliques and counter-cliques. Individual officers of the middle and lower ranks, have an out-at-elbows and very unsoldierly appearance. But just before I took my train to the South I came face to face, in the station restaurant in Madrid, with a big party of young paratroopers—N.C.O.s and other ranks. These had every mark of the good soldier; and if, as I suspect, they are an *élite* within the Army, they are a good *élite*.

THE FEDERAL GERMAN ECONOMIC MINISTER IN SPAIN: Dr. Lindrath (left) talks to General Franco (right) in the El Pardo Palace, near Madrid. Dr. Lindrath visited Spain in November. Links between the two countries have become stronger in recent months and it is understood there have been discussions on German aid for hydro-electric schemes in Spain. Recently trade treaties with various countries have been negotiated by the German Government.

And the Church? It is as inscrutable as it is formidable. There are well-founded accounts of considerable political and social awareness among the younger members of the priesthood; surely there could hardly fail to be, for Spain—however numerous her defects—is not a country cut off from the rest of the world. The number and the diversity of Spanish contacts with the outside world are factors, without doubt, of ever-increasing importance. Franco, as age advances upon him, may shut himself up in a spiritual and mental isolation as impenetrable as his physical remoteness, but the people whom he rules are incessantly being visited and visiting.

The ruthless exploitation of tourism—it is by far the most efficient side of Spanish life to-day—has its obviously distasteful aspects, but it can also have unlooked-for but highly constructive consequences. Formidable numbers of British tourists go to Spain every season (though they are not as numerous as the Germans), and the maintenance and expansion of this traffic is probably the most important facet of Anglo-Spanish relations at present.

There is, however, also Gibraltar. Because this issue is quiescent at the moment, let no one think it has been abandoned as a bone of major controversy. The standard tourist map, which the Spanish Tourist Agency presents to any intending visitor, simply leaves a blank opposite the name of Algeciras—for reasons, it must be presumed, of tact as much as of "face."

For Spain, British retention of Gibraltar is sheerly and violently a matter of "face" just as Portuguese retention of Goa is a matter of "face" for Nehru's India. For Britain, Gibraltar, as a fortified base, is a preposterous—though superficially rather charming—anachronism. It is, under modern conditions, about as defensible as Edinburgh Castle; and its military occupation has taken on the same, endearing archaic and symbolical form. My father was stationed at Gibraltar at the outbreak of World War I. I spent two years of my early childhood there, and it was a real fortress, stripped for war. It possessed immense strategic significance; from the veranda of our home above the Colonial Hospital I watched the troopships go off to Egypt, Mudros and Gallipoli, and saw the battered victors of the Falkland Islands come in to the harbour.

But the developments of the past few decades have divested Gibraltar of all strategic purpose. Why not let it go, as we let so much else go? The answer to this question is to be found in the population of Gibraltar itself—the thriving, racially diversified, polyglot, rock-clinging society, to whom union with Spain would spell immediate and total disaster.

Nothing in the whole process of the liquidation of empire is more embarrassing and more complex than the existence, dotted across the world, of these small and isolated communities living in places which once were focal points of imperial strategy, and as such essential assets. The imperial strategy is non-existent, and the surviving communities have become, if not liabilities, at any rate complex and puzzling responsibilities.

The anomalies of Gibraltar are many. Haifa and Alexandria were better dockyards, and they went out of our control long ago, as these matters are now measured. Malta was and is incomparably better: but the Royal Navy cannot give Malta the work it needs to keep the dockyard alive. Gibraltar exists in all its surface majesty; the new aircraft-carrier, the *Hermes*, was lying inside the Mole, early in December, to stir ancient, glorious memories. But regrettably, it is as a tourist centre that Gibraltar matters most nowadays—Main Street has more junk for sale in its shop windows than even Clovelly—the quick flights to Tangier and Casablanca; the self-drive hired cars that you can take into Spain; the apes and the Ceremony of the Keys.

It is a sad, funny end for a bastion of empire. It has, in my lifetime, gone the way of Edinburgh Castle and the Tower of London—inevitably in an era in which (as I read on a sunlit Mediterranean beach) Russia has 100 main missile bases to NATO's seven. Reading, I felt the chill in the sunlight.

IN PERIL ON THE SEA

Savage Storms in the North Sea

In the North Sea and round the coasts of Britain last week gales and mountainous seas wrought havoc among shipping. Several ships were wrecked or driven aground and many seamen were lost. There were some dramatic rescues. The first loss reported was that of the 217-ton Aberdeen trawler *George Robb*, with all hands. The Norwegian cargo-ship *Elfrida*, 1,719 tons, sank off Southern Norway. It was feared that all her crew were lost. A last message from the *Elfrida* said: "We are going down. Thanks for all assistance. We have launched the starboard lifeboat and will try to leave the ship." The search, in which British trawlers helped Norwegian vessels and aircraft, went on and wreckage of the ship, her lifeboats, and several bodies were sighted. The members of the crew of the German coaster *Merkur* were lost when they abandoned ship off Stavanger, Norway. Her master was picked up by a vessel standing by. The *Merkur* was later towed into Stavanger by the Hull trawler *Benella*. The crew of the British vessel reported that they thought the German crew would have been safe had they stayed aboard.

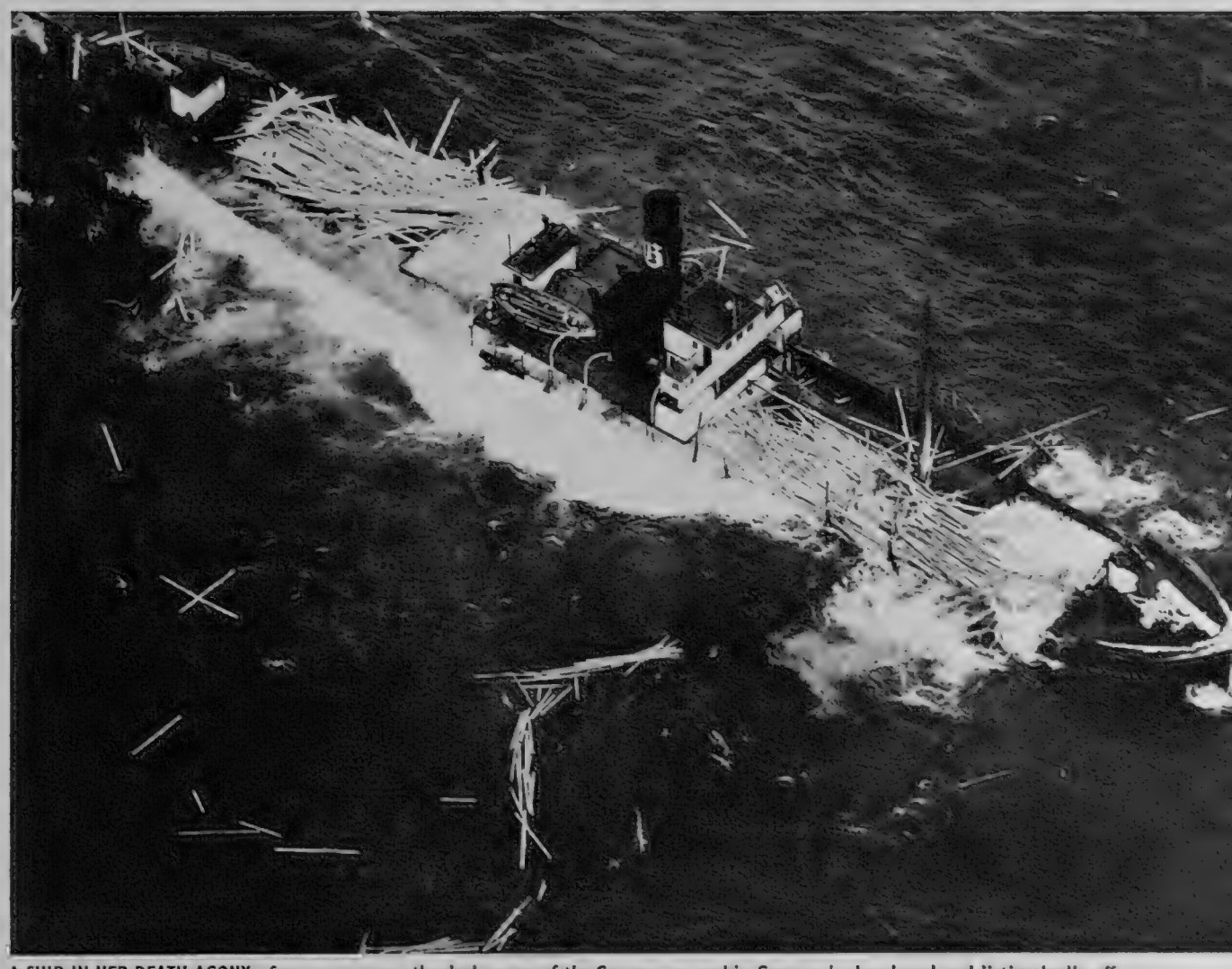
LIFEBOATMEN DROWNED NEAR DUNDEE: The Broughty Ferry lifeboat *Mona*, shattered by wind and sea, lies aground at Buddon Ness, in the estuary of the River Tay. Her crew of eight were lost when she capsized in a gale when going to the aid of the North Carr lightship. *Right*—An R.A.F. helicopter takes off a member of the crew of the North Carr lightship. All the seven seamen in the crew were taken off the vessel by two helicopters after a mast was cut down to enable the aircraft to drop rescue lines without their being fouled.

ALL HANDS LOST FROM AN ABERDEEN TRAWLER: The *George Robb* lies stranded on the coast near Duncansby Head, Caithness, her after-part awash in the heavy seas. In winds with gusts of 70 m.p.h., the trawler was washed ashore by huge waves. There were twelve men in her crew.

A DREDGER BREAKS ADRIFT: The 750-ton *Port Sunlight* is aground near Flamboro *Titan* when the line broke and she was driven aground. Her crew of to safety but the others were drowned. A coastguard officer, assis

ALL SAVED FROM A FINNISH FREIGHTER: A seaman is taken off the *Anna*, washed ashore on to the beach at St. Comb's, near Fraserburgh, Aberdeenshire. All seventeen members of the crew were taken off in this way. *Right*—Another member of the crew nears the shore and safety. The master of the *Anna* remained aboard his ship for twenty-seven hours after the crew were taken off. He would not leave until he received an order from the Finnish owners. The ship, pounded by huge waves, was holed and leaking badly.

d, Yorkshire. She was being towed by the Dutch tug
ped overboard. Two of them were washed ashore
the rescue, collapsed and later died in hospital.



A SHIP IN HER DEATH AGONY: Seas carry away the deck cargo of the German cargoship *Seevogel*, abandoned and listing badly off the coast near Småland, Sweden. It was reported from Stockholm that there was no way of salving the freighter. All her crew, however, were taken off by a small pilot boat. Men from the boat boarded the *Seevogel* ten times to rescue the seamen.

SINGAPORE'S NEW HEAD OF STATE

The Installation Ceremony of the Yang di-Pertuan Negara

Many times in the past, the Governor and Commander-in-Chief of Singapore, dressed in cocked hat and plumes and colonial dress, reviewed military parades on the padang in front of the City Hall. With the formal installation of the new Malayan Head of State, or Yang di-Pertuan Negara, Inche Yusof bin Ishak, these days have gone. Standing on the dais to review the parade was a new Head of State, a former Malay journalist, dressed in his beige Malay costume. The formal installation marked the first time that the Yang di-Pertuan Negara appeared in public and was the climax of a year in which Singapore gained its statehood.

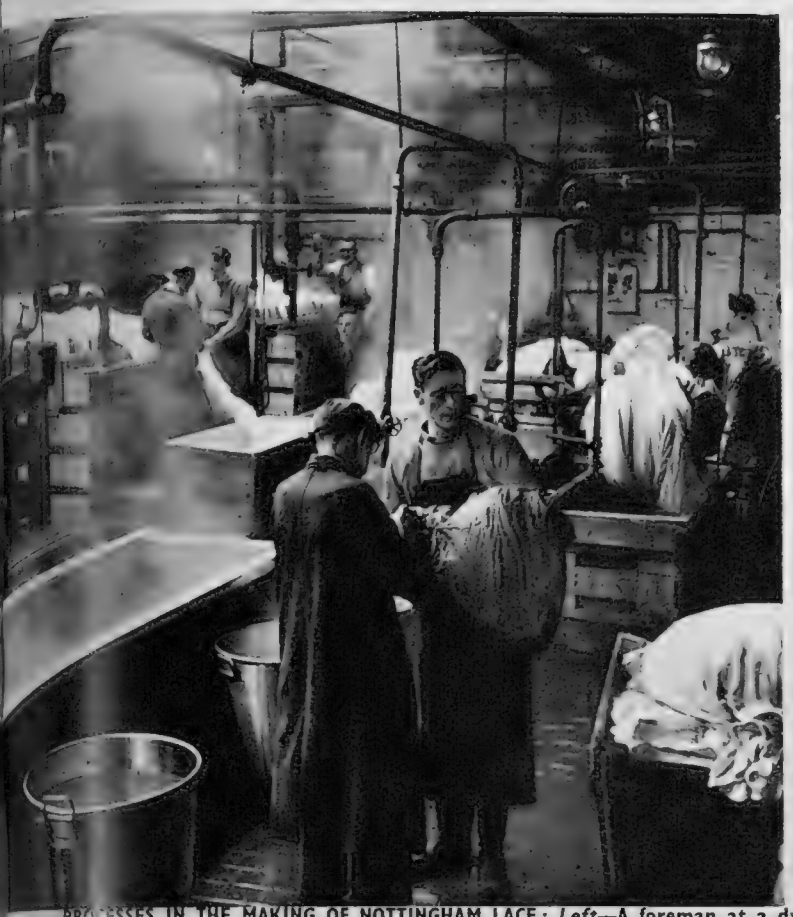
The Malayan Head of State is the Queen's representative in Singapore. Internal self-government comes under a Cabinet of nine members presided over by the Prime Minister and a fully-elected Legislative Assembly of fifty-one members. In the elections, the People's Action Party, under Lee Kuan Yew, swept into power. An Internal Security Council with seven members, three each appointed by the U.K. and the Singapore Government, and one member of the Federation of Malaya, has over-riding authority on matters of internal security. The U.K. Commissioner remains responsible for external defence and external affairs, except cultural and commercial matters.

THE SWEARING-IN CEREMONY OF THE SINGAPORE HEAD OF STATE: In the City Hall, Inche Yusof bin Ishak, the Yang di-Pertuan Negara, raises his hand to take the oath of allegiance. He is flanked by the Prime Minister, Lee Kuan Yew, and the Chief Justice, Sir Alan Rose. The Malayan Head of State appeared for the first time in public at the installation ceremony. He represents the Queen, and the first part of the ceremony was the reading of the commission of appointment before Inche Yusof took the oath of allegiance and oath of office, in Malay. The swearing-in ceremony took place in the old city council chamber in the City Hall.

On left—
IN PUBLIC: The Malayan Head of State of Singapore stands on a dais outside the Old City Hall, now the seat of government. Behind Inche Yusof are members of the Legislative Assembly and the P.A.P. Government. He is addressing a crowd of 30,000.

REVIEWING THE MILITARY AND CIVIL PARADE: The Yang di-Pertuan Negara, who is a former journalist, stands on the dais to review the military parade consisting entirely of Singapore Forces. Displayed on the colonnade of the City Hall is the new flag of Singapore.

BREAKING THE NEW NATIONAL FLAG: The Yang di-Pertuan Negara performs the ceremony before the crowd in the padang, or open space, in front of the City Hall. He is dressed in the beige costume, which is his national dress.



PROCESSES IN THE MAKING OF NOTTINGHAM LACE: *Left*—A foreman at a dye-works examines a length of lace to see if the colour is the exact one required. *Right*—After dyeing excess water is being removed from Leavers lace before it goes to the dressing works. The drying of the fabric is done on the same principle as the domestic spin-drier, except that the machinery used is much larger. Drying is also done by blasts of hot air. Nottingham is the centre of the British lace-making industry and it was there that mechanisation was first introduced, at the beginning of the nineteenth century. Leavers lace, bobbinet and embroidered lace are the principal fabrics produced.

LACE-MAKING IN NOTTINGHAM

The Midlands Town is the Centre of a Long-established and Famous British Industry

The mechanisation of the lace industry in Britain began almost 150 years ago in the Midlands, the traditional home of the hosiery industry. The use of machinery to manufacture lace brought two important results. First, lace, which before had been a sign of wealth and rank, became available to a much wider public—a common result of all forms of mechanisation. Second, and much less common, there was gradually an improvement in the quality of the product and in its variety; the precision attained by lace-making machines is greater than that which can be attained by hand.

First attempts at mechanisation gave a knitted lace which was not a success. Later, a young man named John Heathcoat, the son of a farmer and an apprentice frame-setter, developed an altogether different technique based on twists instead of knots. He was helped by a friend named Lacy and in 1808 they patented a machine which was capable of cutting manual labour in lace-making by half. The machine, making a strong material of the type now known as bobbinet, became well known throughout the country and this perhaps led to its downfall. In 1811 the Luddites entered the workshop and destroyed much of the machinery. Heathcoat left the Midlands and settled in Devon, where there is now a flourishing net-making industry.

Two years after Heathcoat produced his prototype net machine, John Leavers, another young artisan from the Midlands, brought his invention to Nottingham. It was a considerable advance on the Heathcoat machine since it was capable of introducing a pattern into the web. The process still flourishes under his name.

When all lace was made by hand two widely different methods were employed. In one a pillow, bobbins, parchment patterns and pins were used; the threads being twisted together to form a web or mesh. It was on this that Leavers lace and its sister fabric bobbinet were based, forming the first important category in modern lace-making. The modern development of the Leavers machine consists of some 40,000 moving parts. It controls an immense number of threads, in some patterns 50,000 or more. When in motion it may contain enough yarn to stretch half-way round the world. Unlike the looms on which woven materials are made, the action of the Leavers machine is three-dimensional. The threads are controlled by jacquard cords in three groups—warp, beam and bobbin—with additional beam threads when the design has a heavier outlining thread. Between the two groups of upright threads (warp and beam) the bobbins, a multitude of wafer-thin plates, clamped together in pairs and carrying a spider-fine thread, swing backwards and forwards, tying and twisting the vertical threads together to form a mesh in which the design plays an integral part.

On the Leavers machine virtually any kind of pillow lace can be reproduced with perfect precision of detail, besides a great number of intricate and complex styles which the pillow worker, before the machine age, could never have attempted. Long training and great skill are needed to operate and maintain the Leavers machine with its fantastic precision. Each pattern is evolved by an artist, and a draughtsman plots the pattern to a precise form on squared paper. From the draft the motions of the machine and each thread are worked out mathematically. In terms of numbers the design is passed to the jacquard section, where a hole corresponding to each movement of the machine is punched in a card. Eventually the punched cards are linked together to form a long band, which controls the movements of the machine.

The yarns used are of the highest quality; even nylon, which does not stretch or shrink appreciably, is specially processed. Some threads have to be flattened so that even longer lengths can be wound round the brass bobbins, of which there may be as many as thirty-two to the inch across the width of the machine, with space between so that they can swing freely.

Leaving the machine the lace or net is sent to special dyeing and dressing works. Dyed to the required colour, it is given the requisite degree of softness or stiffness appropriate to the special purpose for which the finished fabric is intended. While still wet it is pulled out to its final length and width and dried with hot air. Every inch of the fabric is scrutinised by inspectors at each stage in the manufacture and, where necessary, the occasional defect is remedied by skilled handworkers and machinists. Leavers lace and net reach many markets. They are used for dresses, lingerie, corsetry, millinery, altar- and tablecloths, protective nets, and many other purposes.

In the days of hand-made lace, the kind other than that from which Leavers is developed was made from needle and thread. Largely practised in Italy from the fifteenth century onwards, it was, in

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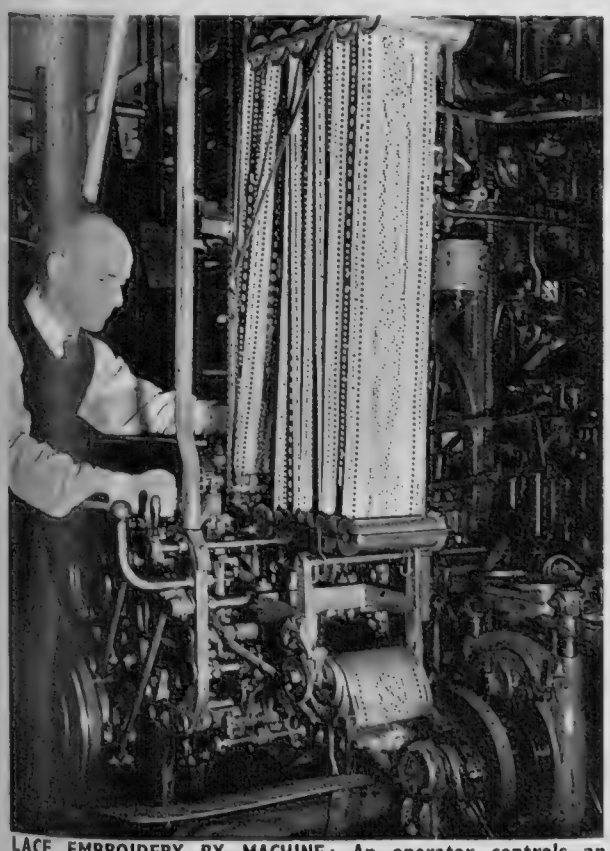
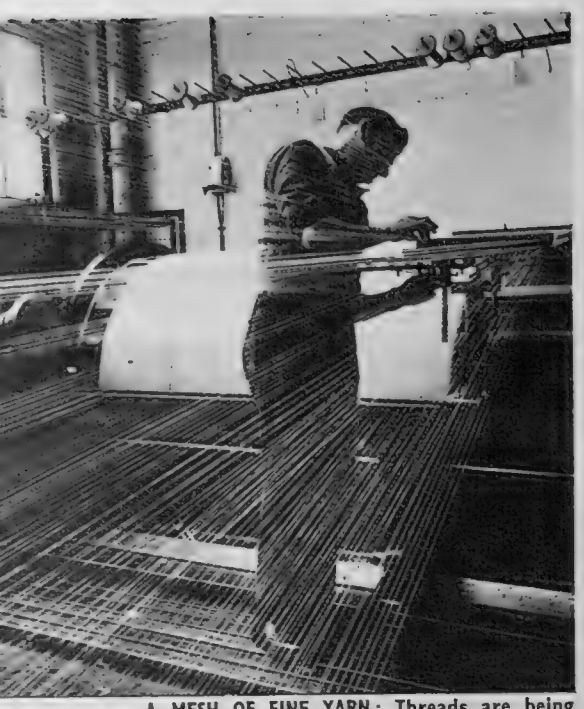
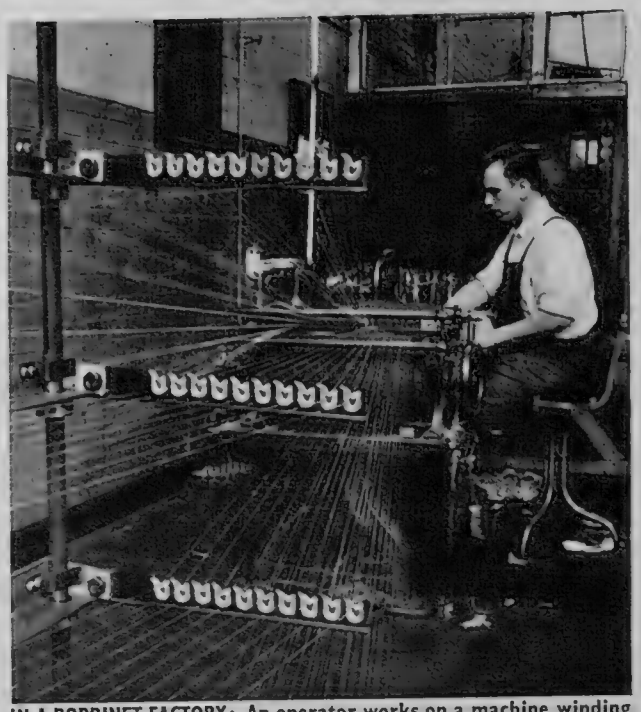


LACE EMBROIDERY BY MACHINE: An operator controls an automatic Schiffli machine. Each hole on the band represents a movement of one of the parts of the machine.

MAKING LEAVERS LACE: In the research department at Nottingham an experimental Leavers machine is in action. Leaver was the man who first invented a machine which made patterned lace.



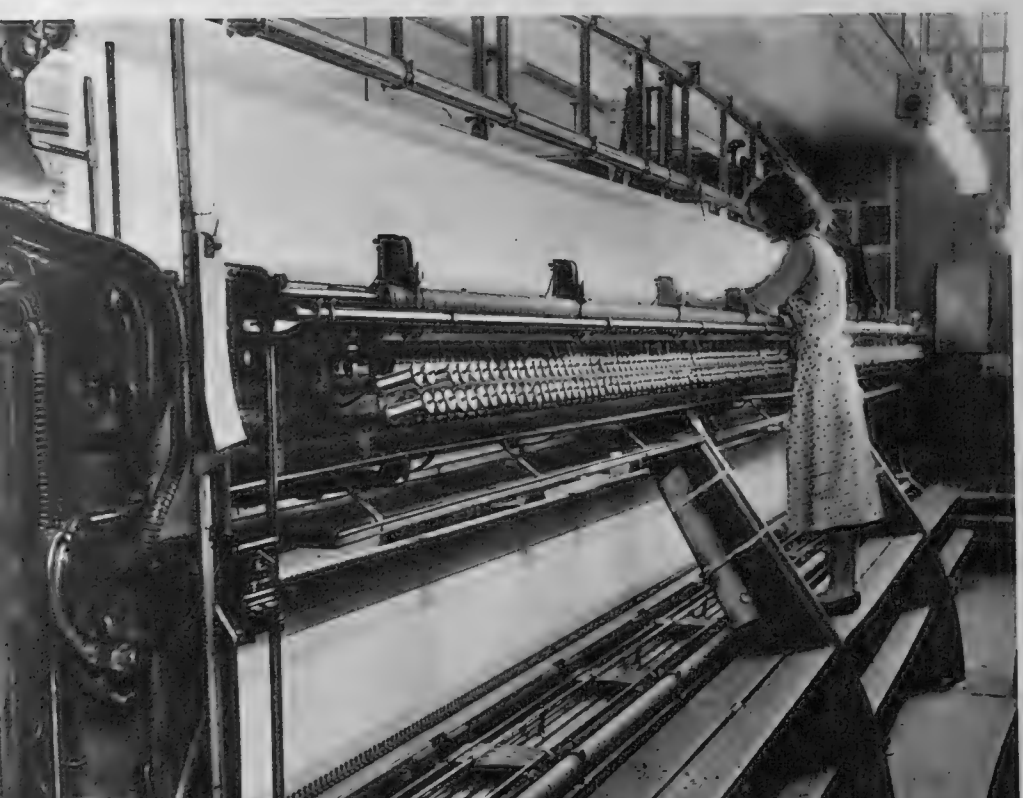
A MESH OF FINE YARN: Threads are being wound on a section of a mill which carries the warp in a bobbinet machine.



IN A BOBBINET FACTORY: An operator works on a machine winding threads on to brass bobbins. There may be thirty-two bobbins per inch across the width of the lace-making machine.

REPLENISHING A MACHINE: An assistant at a bobbinet facto threads a warping reel. In some machines many thousands miles of yarn are on the machine at one time during the proce

AT THE DRESSING WORKS: *Left*—Leavers lace, made from nylon, is being taken off the stenter, the frame which shapes the fabric into the required length and width. On the stenter resin dressing is also applied. *Above right*—A huge length of white cotton Leavers lace is stretched on the stenter during dressing, which consists of stiffening or softening the material.



THE SCHIFFLI MACHINE: An operator looks after the spools which feed thread to rows of needles. The machine does lace embroidery on almost every kind of fabric. Each needle works its own design or part-design at the same time as the other needles.

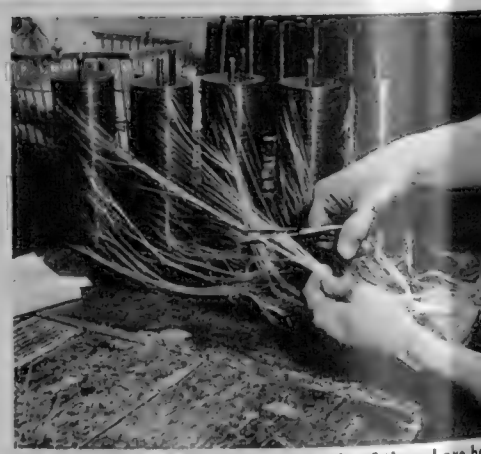
LACE-MAKING IN NOTTINGHAM

(*Continued from previous page*)

effect, a form of embroidery. A development of this forms the second great family of decorative textiles which are produced by the Nottingham lace industry to-day. The simplest form is made on a single-needle machine which works a design on bobbinet to produce garments like wedding veils, mantillas and stoles. Specially-trained workers guide the needle freehand, without using stencil or trac over the net foundation.

The main output of lace embroideries, however, consists of those worked on Schiffli machine. In principle the design is based on the effect produced by hundred needles, each resembling that of a single-needle machine but working its own desig part of a design simultaneously with the others across a width of net or woven fa There is another well-known type of lace called Guipure, which, although a true Sch embroidery, gives the effect of density and richness. The foundation on which the de is worked is not a net but a thin woven fabric which is dissolved away when the wo completed, leaving the embroidery alone and intact. Guipure has been said to resem finely-carved ivory. It has no mesh of small holes, the separate parts of the pattern b linked by short bars. Much in demand for trimmings and dress materials, Guipure is to-day widely used in footwear. Work on the Schiffli machine is not restricted to b binet or soluble fabrics. Almost any kind of woven or knitted cloth can be decora including slipper felts, quiltings, dress linens and sheer silks.

The pictures on these pages were taken in Nottingham, the centre of the British industry. During the war the machines were dismantled and afterwards the lace produced for export only. Now the factories at Nottingham are in full production again. Modernisation has been carried out and there is a central research department museum. In an up-to-date and well-equipped college, recruits are trained to m their careers in the lace industry.



STRIPPING THE BOBBINS: Loose ends of thread are b removed from used bobbins in lace-making. E bobbin consists of two thin plates on a spin

WHERE BOBBINET IS MANUFACTURED: In the Nottingham factory the rows of machines are tended by only a few operators. Each machine weighs more than 10 tons. The training of the operators, and the engineers who maintain them, takes several years and they must achieve a high degree of skill. At the factory, millions of yards of bobbinet are produced each year. A wide variety of yarns is used, including cotton, silk, wool, rayon, nylon, Orlon, and Terylene. The most modern machines stop the instant one of the threads break.

IN THE RESEARCH CENTRE: A piece of experimental lace is examined under a microscope by a young scientific worker. In the research centre at Nottingham the characteristics of the various yarns used in lace-making are closely studied.

LIKE BOTTLES OF MILK: Thread, which has been delivered to the factory in hanks, is being placed by women factory workers on to wire holders. From the holders the yarn is wound by machine on to the bottle bobbins which are underneath.

IN SEARCH OF PERFECTION: Skilled machinists are at work on finished lengths of lace material, in which some fault has been found. Every inch of lace that is produced is examined minutely by inspectors. When a fault is found, it is remedied by hand or by machine.

THE WATERFRONT OF THE CAPITAL OF SOMALIA: The white buildings by the water at Mogadishu are impressive at a distance. Closer inspection reveals need for repair. Somalia, at present administered by Italy under U.N. Trusteeship, is to attain independence on July 1 next year.

SIGNS OF DECAY: The balustrade and pavement of the sea-walk are crumbling. On the pediment at extreme left is a decaying coat of arms of an Italian noble house. In the past, many such coats of arms ornamented the sea-walk.

A MEMORIAL TO THE ITALIAN EMPIRE: The triumphal arch in the centre of Mogadishu was erected in the days when Somalia was the Italian colonial possession of Somaliland. To-day little attention is given to maintaining the fabric of monuments of this kind in the Somalian capital.

THE recent visit of senior Italian Ministers to London focused attention on a little-noticed area of the Horn of Africa, Somaliland. Politically there are three areas in the territory: French Somaliland, British Somaliland and Somalia, which was known as Italian Somaliland until 1941. Occupied by Allied forces in that year, Somalia became a United Nations Trusteeship after the war. In 1950 it was handed back to Italian administration under U.N. control for ten years, the General Assembly agreeing that by the end of 1960 the country should become independent.

The problem discussed in Whitehall early this month between Mr. Selwyn Lloyd and Signor Pella, the Italian Foreign Minister, was the future of Somalia and British Somaliland. On November 27 last the U.N. General Assembly voted to advance the date for Somalian independence by six months, to July 1. Britain is closely concerned because it has been agreed that the people of British Somaliland, if they so wish, may link with Somalia after it gains independence.

Few will deny that whatever geographical form independent Somalia may take, there are many difficulties ahead. The visitor to Mogadishu, the Somalian capital, will find the mass of the population eagerly anticipating their long-awaited Freedom Day. But as he looks about him and learns something of the nature of the country, he may well ask how that freedom is to be given solid substance.

Architecturally Mogadishu is a city of fast-fading beauty. There are many fine monuments to the past, to the days when the Sultans of Zanzibar were the rulers, and to the later period of the Italian colonial Empire. But the triumphal arches, palatial buildings and balustraded promenades are rapidly decaying and little seems to be done to repair the crumbling fabric.

In this immediate period before freedom, the neglect is perhaps understandable. At some time in the not-too-distant future Mogadishu will have to be given a thorough restoration and replanning. The question is: where will the money come from? The Somalis themselves are optimistic. Funds will be found, they believe, from somewhere. The detached observer may feel a little less faith in this anticipation. He may wonder how the essential economy, let alone the restoration of architectural grandeur, is going to be managed.

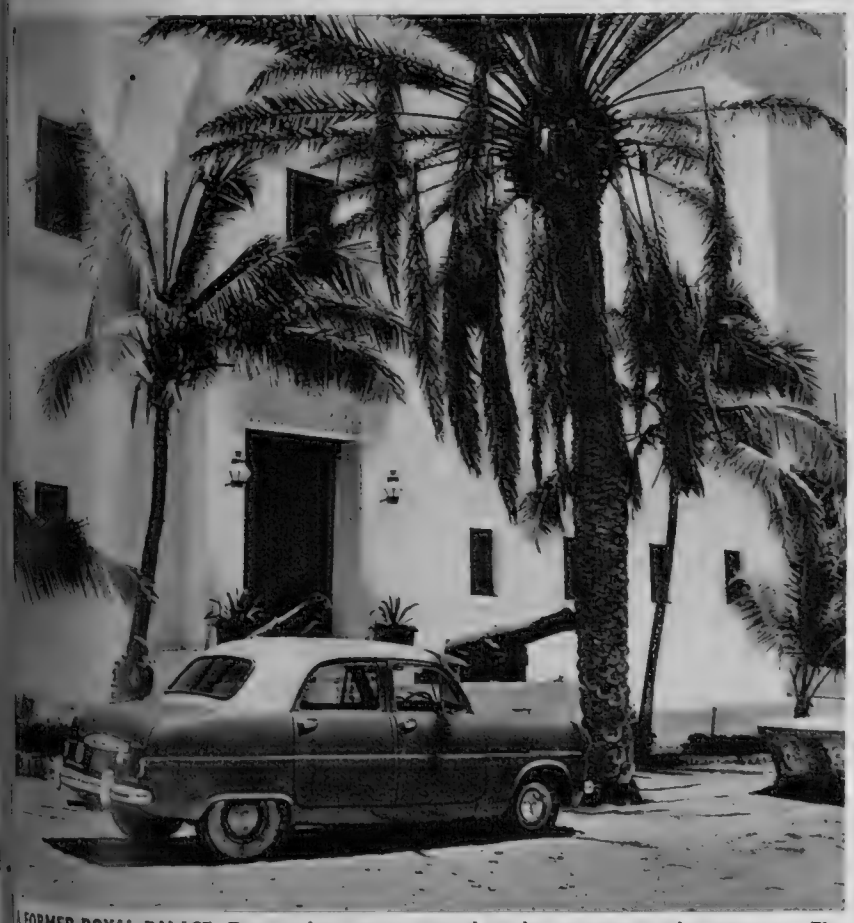
Somalia has little natural wealth. That is the basis of the economic problem of her future. Bananas are the

MEANS OF TRANSPORT: A motor-car passes a donkey-cart in a street in Mogadishu. The population at the last census was 75,000. A small proportion of the inhabitants is European.

MOGADISHU— AN ERA ENDS

In the Capital of Somalia, An African Land which Becomes Independent Next Year

CHRISTIANITY AND ISLAM: Beyond the gardens the twin towers of the Roman Catholic cathedral rise near the minaret of a mosque. Islam is one of the chief religions of the Somalis, some of whom tend to be affected by propaganda from Arab countries.



A FORMER ROYAL PALACE: Two ancient cannon stand at the entrance to the museum. The building was once the Palace of the Sultans of Zanzibar. Mogadishu and other ports were leased to Italy by Zanzibar in 1892 and ceded in 1905 for a cash payment.

WASHING DAY: Clothes dry on the shore after being washed in the sea. The prospect of independence in Somalia next year raises a problem for neighbouring British Somaliland. Britain has agreed its people, if they so wish, may link with free Somalia.

main trade, but these exports have had to be heavily subsidised by the Italians, who, both in their days of Empire, and as U.N. administrators, have done much to develop the country. Much further development is urgently needed. There are few proper port facilities and land communications could certainly be improved. In the interior of Somalia the standard of living of the nomadic population is extremely low.

Politically, evolution also presents its problems. Ever since 1950, when the date for their independence was agreed by the United Nations, the Somalis of Somalia have been eagerly preparing for their emancipation. Municipal elections were held in 1954, two years later the first elected Legislative Assembly was convened. Membership of legislatures has drawn in most of the educated Somalis. A great deal still remains to be done to educate a Civil Service capable of adequately supporting them.

It is possible that should British Somaliland decide to join Free Somalia, this difficulty might be overcome. For, in British Somaliland, the authorities have concentrated on what a well-known expert on the Middle East, Stewart Thomson, writing a year ago in THE SPHERE, described as "the seven-eighths of the iceberg below the water, not in the one-eighth above." In other words, British Somaliland has envisaged a slow evolution of all the people, leading, as always happens in the British Commonwealth, to eventual independence, with the choice of remaining in or leaving the Commonwealth. Whereas Somalia may perhaps have been hurried by the good intentions of the United Nations into rapid freedom understood only by a minority.

The solution for all the peoples of the Somali territories must lie with the United Nations. It is to be hoped that in the coming months this responsibility will be realised. That, presumably, is what the people of Mogadishu expect, as they look forward to becoming citizens of a free capital.

One of the greatest dangers for the future of the inhabitants of the Horn of Africa lies in their susceptibility to irresponsible propaganda. Most of the Somalis are Muslims. Therefore the radio stations in Cairo and Bagdad find a ready audience. Moscow, too, in its broadcasts, does not hesitate to exploit them. The immediate problem for the West would seem to be to concentrate on helping the Somalis to put real Liberty into practice.

A DEARTH OF PARTRIDGES

An Inquiry into the Reasons why this Partridge Season has not Come up to Expectation: The Possible Effect of Crop-spraying

By BRIAN VESEY-FITZGERALD

TAKING everything into consideration, this ought to have been a first-rate partridge season. The weather, from early summer onwards, could not have been kinder, and it is the period up to about midsummer that is really important. The effect of weather on partridges, and especially partridge rearing, has been closely studied and it does seem now to be generally agreed that there is a detectable relationship between the hours of sunshine from June to August and the numbers of partridge chicks per pair of old birds. Last summer there was any amount of sunshine throughout the all-important period. There is a little more to it than that. Good spells of sunshine through the all-important period are not, even in this country, all that uncommon. But they are very often, indeed usually, separated by heavy thunderstorms or periods of heavy rain or by sharp chill winds. These periods of inclement weather, coming at the wrong time, can prove disastrous to the partridge chick.

But last summer there were no sharp chill winds, no periods of heavy rain, very very few thunderstorms; and no thunderstorm, I think (certainly not in my part of the country), which came at the wrong time. There was a very good hatch; plenty of young birds about, and they appeared to be healthy enough. There was every indication of a good season ahead. There were even those who forecast a bumper one. It has proved in many localities to be most disappointing. I cannot say I have heard of one where it came up to expectations; much less of one where it exceeded them.

Now there must be some reason for this. I have seen it suggested that there was not a sufficient breeding-stock left from the disastrous season of 1958. It is true that that was a truly disastrous year; let me quote some figures from *The Gamekeeper*: in 1957 (not a particularly good year, incidentally) on 332 estates from which figures are available about 41,000 partridges were shot; in 1958 the number was about 12,000. But I do not think that that is an explanation which will satisfy many people. It would have carried more weight if so many experts had not forecast a good season. In any case, there was a good hatch and the experts of the sporting press were guardedly optimistic. Then, despite the best possible conditions, many of the birds just disappeared. For their disappearance, more and more people are blaming crop-spraying.

I have mentioned this matter of crop-spraying, in relation to the partridge particularly, in THE SPHERE more than once in the past: the first time as long ago as 1952. In that year, too, everything started most promisingly and the sporting press published optimistic forecasts of the prospects for the sportsman. In that year, too, the coveys, young birds apparently strong enough on the wing, suddenly failed. (That, broadly speaking, has been the pattern ever since, sometimes locally, sometimes nationally, but on the whole on a wider scale each year.) I reported then that the view of the ordinary countryman, at least in my part of the country, was that crop-spraying was to blame.

It, then, was not the opinion of the experts. One of them, I remember, wrote to me at that time, pointing out that there was no evidence to support the view that crop-spraying was the cause of the failure of the partridge; pointing out also that there was no danger of a cumulative effect from the use of toxic insecticides and weedkillers because most of them disappear from the ground treated very quickly. One or two other people wrote to me at that time. I have had similar letters whenever I have mentioned the subject (though they have been getting steadily fewer, while those in support have steadily increased), not defending the use of sprays, but putting forward other reasons as more likely to account for the failure of the partridge: the weather, the decline in the numbers of gamekeepers and the consequent increase in the numbers of "vermin," an increase aided, they maintain, by the Forestry Commission and the Nature Conservancy.

Both the Forestry Commission and the Nature Conservancy are very popular scapegoats among shooting-men, many of whom seem to regard (quite unjustifiably, in my opinion) the plantations of the former and the reserves of the latter as reservoirs of "vermin," sanctuaries in which they are permitted to multiply undisturbed and from which they issue forth in ever-increasing hordes to prey upon the game of the countryside. That is a completely untrue picture. In any case, none of these things will account for the continued failure of the partridge. The weather certainly cannot be blamed. The partridge is a native British bird, well accustomed to the vagaries of our climate. That is not to say that weather has not played havoc with partridge stocks locally in the past: of course it has, and many times. But the partridge, generally speaking, used to do very well.

The weather cannot be blamed for the steady national decline of the bird in recent years: our summer weather has not become as bad as all that all of a sudden. Anyway, we have just had, according to the weather-men, the best summer for 200 years. Neither can the decline in the numbers of gamekeepers nor the increase in the numbers of "vermin" take all the blame, or really take any worthwhile proportion of it. I am prepared to doubt whether there has been a major increase in vermin. There has been a great increase in the numbers of rooks in recent years, and the rook is considered by some people to be among the worst enemies of the nesting partridge; but I do not think that the rooks can really have affected the numbers of partridges seriously.

Nor can the once popular "population cycle" theory shoulder the blame. No one would deny that there are population cycles in wild life. They have been studied very carefully for many years by biologists in many parts of the world. The most regular fluctuations occur in the far north, but there is plenty of evidence to suggest that cycles also occur, though not quite so obviously, elsewhere. It was at one time suggested that we are now experiencing a "low" in the population cycle of the partridge. Some twenty-five years ago Mr. A. D. Middleton, the leading authority in this field, suggested, after a close study of a long series of game records from many parts of Britain, that there was a gap of eight to nine years between the peak years for partridges—and that in due course we should have another "peak" year. I do not think that there can be any doubt that at the time that Mr. Middleton published his paper he was correct. But the fact is that, except for one notable peak (which was strictly local), there has not since then been a peak year for partridges. Instead, taking the country as a whole, there has been a long succession of lows, deepening lows. It seems evident that whatever factor or factors controlled the previous periodicity, it or they no longer operate. It seems equally evident that there must now be some other controlling factor at work. If you can think of a better one than toxic spraying, I should be glad to hear of it.

SPRAYING POTATOES IN SEPTEMBER: On a farm in Kent, the long rows of potato plants are sprayed to keep down the weeds. Some farm chemicals are believed to harm wild animals and birds, either directly or indirectly.

At a "Wild Life in Agriculture" conference, sponsored by the I.C.I. Game Research Station and held at Winchester some three years ago, Mr. Middleton, speaking of the effect of farm chemicals on game and wild life generally, would say no more than that it was a very difficult subject because of the lack of data under practical field conditions. That is still the position. There is still no evidence—other than ocular evidence. And scientists have a profound (and, on the whole, justifiable) distrust of ocular evidence. All the same, one has the impression that a good many scientists and an increasing number of farmers are becoming almost as perturbed as those gamekeepers and naturalists, who are convinced that toxic spraying does enormous damage to wild life generally.

Now, "wild life" is a subject which is apt to arouse the strongest emotions in some people. There are many people who object strongly to killing animals at all—with the almost universal exceptions, be it added, of rats and unwanted kittens—and such people are liable to exaggerate, from the best possible motives, the effects of crop-spraying, to condemn the use of all sprays, except in their own gardens. On the other hand, there are still a few diehards, who just will not admit that these sprays do any harm to wild life generally, who maintain that they kill only the pests at which they are directed.

It is true, or I suppose that it is, since one must remember Mr. Middleton's remark about the lack of data under practical field conditions, that not all sprays are equally lethal: or, at least, not equally lethal directly. Even so, it is no good pretending that a toxic spray is not lethal. Its whole purpose is to kill, and it is extremely unlikely that it will kill only those forms of life against which it is actually directed. You have only to consider the laws laid down by the Government for the protection of humans, when using arsenate sprays, for example, to realise what effect they must have on animal life. Let me quote from a recent article in *The Times*, in which the author quotes somebody who entered a field shortly after it had been sprayed with one of these compounds. He found five young pheasants and three young partridges dead within 30 yards of the gate and "Everything else was dead: not only other small birds, voles and hares, but bees, spiders, ladybirds and beetles—the natural enemies of the greenfly against which the spray was used." That is the trouble: the spray does not only kill the pest, but everything else as well.

Even the selective weedkiller, the hormone weed-killer, may not be quite as harmless to wild life as is commonly supposed. I am not suggesting for one moment that these hormone weedkillers, which are truly selective, actually kill any wild creature. I do not believe that they do. But, if they are really successful in killing the weed (and of that there can be no doubt), then it is difficult to see why they should not induce death by starvation in those creatures which feed upon that weed. (Some caterpillars, for example, are remarkably conservative in their tastes and will eat nothing but their particular food plant.) Having said that, let me add at once that I am wholeheartedly pro the hormone weed-killer, a huge step forward. It would be foolish to consider seriously the possibility of death by starvation of some insect: folly to set that possibility against the great gain. If you think this unduly hard-hearted, remember that every time you walk across a lawn it is quite certain that you kill a number of insects, unseen and unconsidered, by crushing them.

But toxic sprays, broadcast over an area, are surely another matter altogether. It is surely impossible for them to be selective. I suppose that we all know what has happened to our butterflies. Most of them have become very uncommon in recent years; and few of them are pests. It is much more difficult to put one's finger on what has happened to the ordinary small birds of the countryside. Very few of us walk about fields just after they have been sprayed. I have never done so, and do not intend to do so. Perhaps few of us are sufficiently observant to notice small birds lying dead in a hedgerow or a ditch or in long grass. So we do not realise what happens. I do not know what has been the actual effect of spraying on the numbers of the ordinary small birds of the countryside—I do not suppose that anybody does—but I am pretty sure that you are now much more likely to see and hear more small birds on the outskirts of towns, in suburban gardens, than you are in agricultural country.

I am not suggesting that great numbers of small birds are killed by direct contact with these toxic sprays, though in some cases all those in the direct path must be. But you cannot use a spray highly lethal to insects without affecting insect-eating birds. It is not just a matter that they may eat poisoned insects: it is that you are cutting off, or drastically reducing, their food supply—and that, not infrequently, in the nesting season. This, I think, is what happens with the partridge, and has happened more recently with the pheasant. I doubt if many come into direct contact with sprays: I think they fail, young birds in particular, because their food supply is interfered with. The partridge is both a vegetable-eater and an insect-eater, and from June until August insects form the bulk of the food. It is, obviously, a bird whose food supply is directly threatened throughout the most important period.

What can be done about it? Probably not very much. I personally doubt if better control, which is so often urged, would really make very much difference, though it might make some. The total banning of certain compounds would make a great deal of difference. I am sure that some farmers would welcome such a step, for very few of them relish wholesale destruction of life even when it makes their farming easier. But total banning will only come after much further inquiry and prolonged discussion, if then. In the meanwhile it would be wiser never to forecast a good shooting season. The partridge has its back to the wall.

THE OPENING OF THE WINTER SEASON AT LA SCALA: The famous Milan opera house is in the left background. Crowds queue outside in the rain before the performance and cars are parked in the Piazza della Scala round the statue of Leonardo da Vinci surrounded by his pupils. The first production of the 1959-60 season was Verdi's *Otello*, which was given its first performance at La Scala, in February 1887, when the composer was aged seventy-four. The theatre was opened in 1778. In a bombing raid on Milan during the last war it was gutted by fire. After large-scale restoration had been carried out it was reopened in 1946. La Scala has been a testing ground for singers for generations. Many regard it as second only to the Vienna Opera as the finest in the world.

MILAN OPERA

The Opening Night of the Winter Season at La Scala

INSIDE THE MILAN OPERA HOUSE: The huge auditorium, with its six tiers, is packed on the first night of the winter season. Donna Carla Gronchi, the wife of the President of Italy, was among those in the distinguished audience. La Scala Theatre today can seat 2,800 people.

AFTER THE PERFORMANCE: From the left are Leonie Ridanek, who sang Desdemona; Mario del Monaco, as Otello; and the conductor, Antonio Votto. The part of Iago in Verdi's opera was taken by Tito Gobbi.

UNDERNEATH THE CHANDELIERS: Before the performance of Verdi's *Otello* the audience gathers in the foyer of La Scala Theatre. Despite heavy rain there was a full house for the opening night of the season.

RESTORATION IN HASTINGS: Pelham Crescent, situated below the ruins of the castle in the Cinque Port, is seen undergoing renovation work. Left is the colonnade of the Church of St. Mary in the Castle. One of the most charming examples of the late Regency period, with its tall bow windows and decorative ironwork, the Crescent consists mainly of guest-houses. The cost of the restoration is being met by funds contributed to the Old Hastings Preservation Society. Over the years, the Society has been chiefly concerned with the preservation of buildings in the Old Town, the area of tightly-packed houses between the East and West Hills. It is an independent organisation, its members confined to inhabitants, working in co-operation with the local authorities.

ONE OF "VICTORY'S" GUNS FIRED AGAIN: At the Royal Navy's Gunnery School, H.M.S. *Excellent*, at Whale Island, Portsmouth, a cannon from Nelson's flagship belches a cloud of smoke. It was fired experimentally to see whether it would be safe to demonstrate one of the ship's guns at the next Navy Days at Portsmouth Dockyard. The cannon was removed from the old First Rate, lying in the Dockyard, and taken to the Gunnery School. It was fired first using a 1½-lb. gunpowder charge and then a 5-lb. charge. According to Captain J. S. Dalglish, Captain of H.M.S. *Excellent*, the tests appeared to be so far successful but further tests would have to be made. He also said that the last time a muzzle-loaded gun was fired at Whale Island was over a hundred years ago. *Victory*, which is the only surviving example of a British First Rate, was on active service from 1765 to 1815 and remained in the water until 1924. She carried a hundred-gun broadside.

SEASIDE AND SEAFARING

Preserving Old Hastings; Eastbourne's Wish Tower; and British Ships Past and Present

On right—

IN OLD HASTINGS: Also being repaired by the Old Hastings Preservation Society are the old black wooden net houses on the Stade. In these famous structures, centuries of Hastings fishermen have hung their nets. On East Hill (behind) is the upper terminus of the East Hill lift. A considerable amount of fishing is still carried on from the harbour, using the famous fleet of luggers.

AN ANCHOR FOR THE "ORIANA": A 10-ton Hall-type anchor is carried into Lloyd's Proving House at Netherton, in Staffordshire, to receive stringent testing before being delivered to the new Orient liner. It is one of the three 10-ton anchors for the *Oriana*, which was launched recently by Princess Alexandra at Barrow-in-Furness. The new liner is due to sail on the Australia and Pacific route at the end of next year.

On left—

A JUMBLE OF LINKS: Fifteen fathoms of Tayco chain-cable are delivered to the Lloyd's Proving House to undergo testing before being delivered to the *Oriana*.

...right—

ANCIENT MONUMENT: ...e Wish Tower which ...nds on the sea front at ...tbourne was scheduled ... the Minister of Works ...n ancient monument last ...nth. It is one of a chain ... Martello Towers which ...re built when fears of a ...poleonic invasion were ...rrent. Not long ago, ...tbourne Town Council ...gan work on the building ...a £60,000 sun lounge and ...e on the site. Originally ...re were plans involving ...e demolition of the tower, ...t this was vetoed by the ...uke of Devonshire, whose ...mily has rights to invoke ...strictive covenants. As ...vised, the scheme was to ...ll in the moat surrounding ...e Wish Tower and to ...ild the sun lounge and ...ve without pulling down ...e structure. Since further ...rk on the site needs three ...onths' notice to the Ministry ... Works, two officials of ...e Ministry met the East-...rne Town Council last ...ek to discuss the situation.

A THAMES SAILING BARGE: *Cambria* sails on the river after having been refitted at the yard of her owners, F. T. Everard and Sons Ltd., at Greenhithe, on the Thames. *Left* is a view on board the barge after her refit. *Cambria* was built in 1906 and has taken part in many of the Thames Barge Races. At the turn of the century there were over 3,000 sailing barges, trading up and down the Thames, but to-day there are only six or seven at work.

THE SMALLEST PARISH IN NORWAY: The houses of Grip are clustered together in the centre of the island. Grip is 1¼ hours by boat from Kristiansund, a town 85 miles from Trondhjem, on the west coast of Norway. It has 145 inhabitants, most of the men being fishermen. Round the island are long piers, giving protection from the prevailing north-west wind. There is only one acre of flat ground, the rest of the island being rocky hills. Grip has one church, a school, only recently constructed, and two shops.

THE ISLAND OF GRIP

A Small Community in Western Norway

The long west coast of Norway is cut into by innumerable fjords, and offshore the sea is studded by countless small rocky islands. Not many of these are inhabited but Grip, near Kristiansund, is one of the few that are. It is the smallest parish in Norway, with a population of 145 men, women and children. Before 1909 Grip was privately owned, but in that year the municipality purchased the island. In the fifty years since, great changes have been made.

Not least of these is the improvement in the housing. Before, the people of Grip lived in small one- or two-roomed cottages, but now there are large houses, some of them with as many as fourteen rooms. All the buildings are timbered and the majority are painted white; the remainder are in different colours, red, green and yellow, adding a touch of gaiety to the grey of the island. In all there are only forty-one houses, clustered together in the centre of Grip as far back from the sea as possible. There is only one acre of flat ground. Grip boasts a new school which has only recently been completed. Round it is the only patch of meadow on the island. The field is used by boys for football and on windy days frequent excursions have to be made into the sea to retrieve the ball. The school itself is not a large one, for there are only thirteen children of school age. There are twenty under seven years old and another twenty minors.

Most of the men on the tiny island gain a livelihood from the sea. Many of the young men are sailors, visiting Grip infrequently. The older ones are fishermen. Using small fishing smacks and even smaller motor-boats, they fish throughout the year in all but the severest weather. The catch consists mainly of coal-fish, with some cod and herring. The major part of the catch is taken direct to Kristiansund, where it is sold at the fish market. The remainder is taken home. Fish forms a principal part of the diet of the Grip islander and it provides the main meal for the normal Grip family five times a week.

There is no work for young single women on the island and generally they leave home, on finishing at school, to work in Kristiansund. While the men are at sea the married women, who are generally not natives of Grip, spend much of their time knitting. The woollens they produce are noted for their variety and intricacy of pattern. One of the few single women on Grip is Miss Gjertine Henriksen. She was midwife from 1913 to 1957 and in the absence of the doctor, who calls only once a fortnight, she still attends to the medical needs of the islanders.

The small community, living in isolation, has to supply its own amusements. The nearest cinema is at Kristiansund and a visit there involves a boat journey of 1½ hours in each direction. Everybody on the island knows everybody else and visiting is a favourite way of spending leisure hours. For the men there are two popular meeting places: the boat-house, where they can talk while repairing their equipment; and one of the island's two general stores. Supplies are brought by steamers from the mainland three times a week.

WITH HISTORICAL ASSOCIATIONS: The church, the only one on the island of Grip, dates from the sixteenth century. A parson visits Grip once every four weeks.

A MEETING-PLACE FOR THE MEN: As well as being an ordinary shop, one of the stores on the island serves as a meeting-place. On the wall (right) is a radio.

THE ROAD FROM THE SEA: The concrete pathway leads from the quayside past the boat-houses into the small township. The island of Grip is patterned by a system of similar pavements. The houses in most cases have been constructed some way from the shore because of the severe storms.

GRIP HARBOUR: A small motor-boat is manœuvred into a berth beside a fishing smack. Grip's fleet consists of six fishing smacks and eight motor-boats. The principal fish caught are coal-fish, cod and herring.

TURKEY: NOT ONLY FOR CHRISTMAS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

ABOUT a million of the 3,000,000-odd turkeys likely to be eaten in Britain next week will have been bought, the British Turkey Federation expects, in quick-frozen and "oven-ready" condition—that is to say, cleaned and dressed before the housewife gets them. Most husbands, at any rate, would ask in reply whether that hasn't always been true of most Christmas turkeys; and certainly the majority of those bought in varying stages of unlovely nudity from the butcher or poulterer will have been eviscerated and dressed before they are delivered. The difference, however, is that what the Federation calls its "oven-ready" birds will have had all this done before they reached the retailer—which may mark another stage in the organisation of Britain's poultry farming as quite a big business, if not an industry.

These birds will have been dressed and packed at central stations—cleaned, cooled, and then enclosed in a plastic bag from which the air is exhausted, sealed, and quick-frozen. The seasonal taste of the customer rather than the decision of the farmer dictates that a large proportion of the turkeys produced for any Christmas season will have been frozen for some weeks or even months. Any market in which about 75 per cent. of the demand is exercised in about a fortnight of the year makes large-scale storage imperative for any supplier who hopes to operate at all continuously. The turkey farmers now possess about 700,000 cub. ft. of cold storage of their own, in addition to storage in the poultry markets and at shops; from about August onwards, every year, birds are being put away in these stores to wait for Christmas.

These "oven-ready" turkeys cost more per pound than the bird bought "clean-plucked" at the shop, but much more of what one buys is edible; a 10-lb. bird at, say, 6s. 3d. per lb., comes out roughly the same as one weighing 13-14 lb. at 5s. per lb. with more than 3 lb. of waste, and the housewife may be saved a good deal of trouble. For smaller birds, there is probably a saving on the quick-frozen bird—and it is smaller birds that the industry would be glad to popularise. The preferred size has come down already. Rearers feel that the marketing of yet smaller birds, from 5 lb. upwards when dressed, would help them sell turkeys all the year round, and not simply as a "once-a-year" feast.

A BROILER HOUSE IN DORSET: The long shed houses thousands of chickens specially bred for the table. The two raised tanks contain water and feed, and the spherical tank in front of them Calor gas for heating the shed. Some broiler houses hold 10,000 birds.

MASS-PRODUCED CHICKENS: The birds are in a broiler house where they spend almost their entire lives. From day-old they are kept under controlled temperature and light and are ready to be killed in about twelve weeks.

The whole development of this business, over recent years, has been towards the rearing of smaller birds that might fit in with the changing tastes of a more generally prosperous population. Traditionally, the Norfolk turkey was a large, narrow-breasted bird which took about twenty-eight weeks to fatten up to 20 lb. or more. To-day, in Britain, as in the United States, there are more customers but with smaller ovens and little domestic help. Certain types of turkey were deliberately bred with this more modest size in mind—and also with more breast meat on the carcass than the older breeds had. Turkeys, though few people over here realise it, were originally an American rather than a European species; it is rather fitting that one of the first strains bred for this changed demand, the Beltsville white turkey, should have been developed at the United States Department of Agriculture's experimental farm at Beltsville. This turkey takes about twenty-four weeks to reach the very marketable weight of about 10 lb. In Britain, more recently, farmers have gone in for a large amount of cross-breeding, and also for the rearing of ordinarily larger birds, such as the Broad Breasted Bronze, over only about sixteen weeks, to a weight of some 10-15 lb.

The farmer's choice here is largely between two types of bird as economic "food converters"; some of the smaller birds will need considerably more feed to reach the desired weight, and food can represent 75 per cent. of the total cost. This is a business which is costed quite cold-bloodedly, and in which the composition of the right feed to bring about early maturing, using quite complex additives such as antibiotics and hormone stimulants, is a matter of scientific calculation.

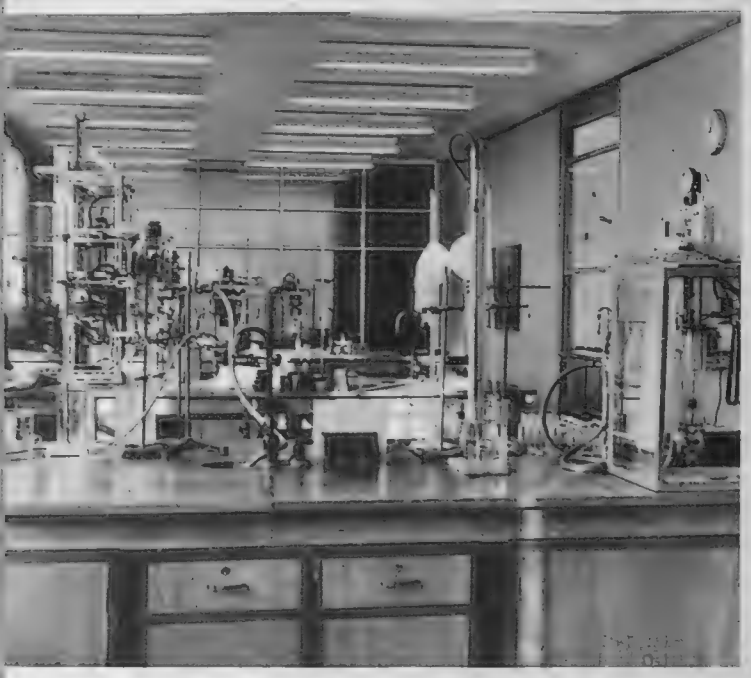
Any attempt to widen the market for any kind of poultry by marketing younger birds, at the present moment, inevitably invites comparison with the "broiler industry"—the production of young chickens by intensive methods, which has opened up an entirely separate market from that for the conventional chicken.

Broiler production unites the most scientific and economical methods of rearing (for about twelve weeks to no more than 2½lb. deadweight), with elaborate and specialised marketing — to restaurants, including those with "Rotiss-o-mat" automatic grillers, to ordinary butchers, and, quick-frozen, to some of the big self-service grocery chains. The development of this kind of intensive production represents perhaps the most radical change in the whole history of poultry farming. Since 1953, when this business was imported here from the United States, sales of broilers have grown to about 70,000,000 birds, worth perhaps £30,000,000 this year. That compares with about 40,000,000 ordinary chickens eaten each year, again worth some £30,000,000. Out of the 9-10 lb. of poultry a head that the British population at present eats every year, broilers may now account for 3½ to 4 lb. Turkeys, by contrast, account for only about ½ to 1 lb. per head per year.

For the broiler business, which is a rather highly-capitalised form of farming that depends essentially on high turnover, even this present stage of development represents only a beginning—on average, the housewife buys only about two broilers a year. Rising standards of living are making poultry less of a luxury for the ordinary household, but the consumption of these small chickens here represents only about 3 per cent. of total consumption of meat and poultry, as against some 12½ per cent. in the United States. One obstacle for the expansion of business is the traditional British habit of having a main dish hot on Sunday and cold on Monday: the broiler simply isn't big enough. No producer of turkeys cherishes the same vast hopes of increasing sales that the broiler producers do, but the turkey as an ordinary week-end bird has traditionally encountered the same problem the opposite way round. With a small family, even a moderate-sized turkey may last not only over Monday but for too long after.

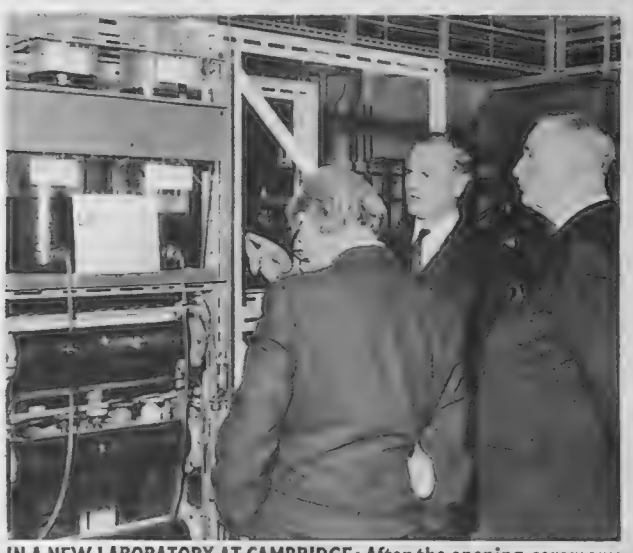
One or two farmers have suggested that "broiler methods" of rearing should be adopted for the production of small "early-finishing" turkeys, but most farmers think the idea would be impracticable as well as undesirable. The essential element of broiler production is that the chickens, massed together in very large numbers, spend their entire lives in enclosed and controlled conditions. From the moment they are bought as day-old chicks, the birds are really on a "production line"—which becomes one in mechanical reality when they are killed, rough-plucked, waxed, stripped of waste and pin feathers, eviscerated, packed and quick-frozen on a moving line. In broiler houses containing up to as many as 10,000 birds, each broiler may occupy less than 1 sq. ft. of space. Turkeys, by contrast, have always been considered fresh-air birds that thrive better in open conditions. They are in practice usually reared in yards, in outdoor huts which are followed by more open verandas, or in "folding units" that can be moved around, controlling the birds, but allowing them exercise.

Fowl pest, which reached epidemic proportions this year in parts of Norfolk, Cambridgeshire and Huntingdon, has meant that thousands of turkeys have had to be slaughtered, but will hardly affect supplies or even prices this Christmas; large numbers of birds were already in cold store before the outbreaks began. It could have a more serious effect upon next year's supplies, since many breeding hens have been affected. There are 15,000,000 households in Britain: only about 20-25 per cent. of these eat turkey even once a year. So there are big chances to expand sales, even at Christmas. For many farmers in this business 1960 appears as a year of challenge to do bigger things. With a co-operative publicity campaign and a larger supply of small birds ready-prepared to make cooking easy, they hope to launch turkeys as ordinary British week-end fare.

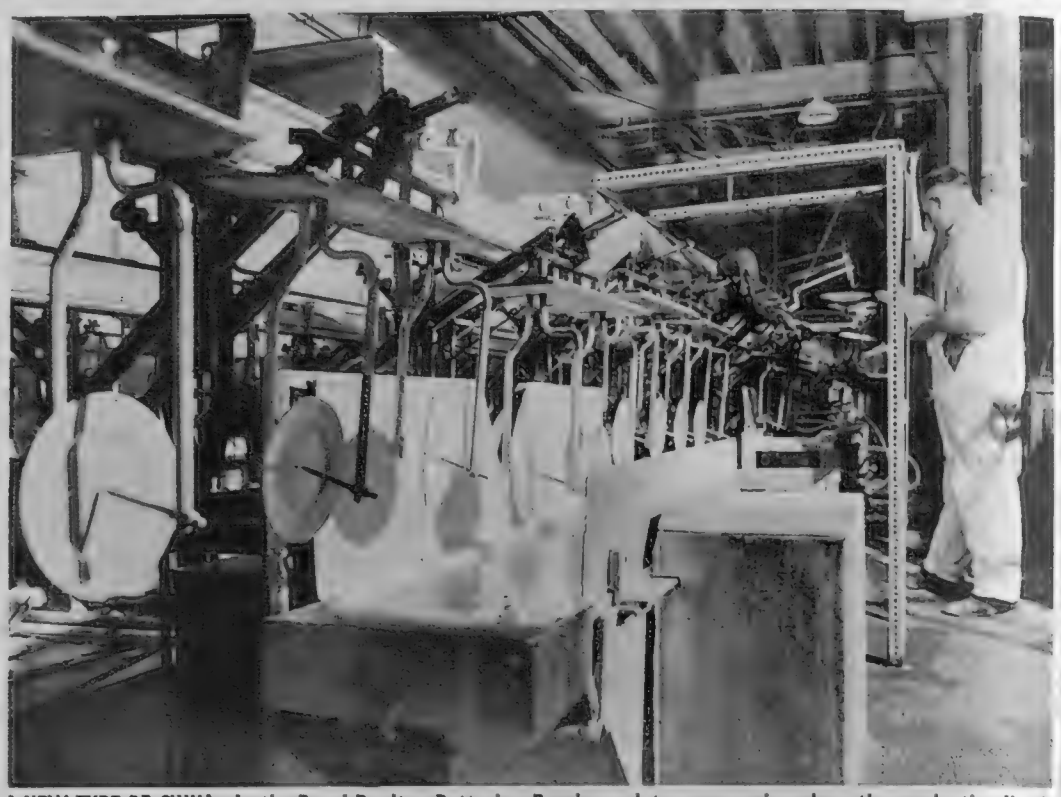


NEW LABORATORIES AT CAMBRIDGE

After an offer eleven years ago by the Shell Group of Companies to found a School of Chemical Engineering, the Department of Chemical Engineering came into existence at Cambridge. The Shell Group gave £435,000 to the University and offered to provide an annual sum of £2,500 (later increased to £3,000) until further notice, founding the Shell Chemical Engineering Studies Fund. The Department was housed in temporary buildings and work began on new accommodation in November 1956, with Mr. J. Murray Easton as the architect. The first section was occupied last January, and on Wednesday of last week Lord Godber, Chairman of the Shell Group, opened some twenty new laboratories and other amenities. The laboratories are mainly in a new steel-framed building of five floors replacing and incorporating parts of the old chemical laboratory which was originally built in 1907 and has now been completely restored. The picture *above* shows the interior of one of the new laboratories, fully equipped with modern scientific apparatus. The whole scheme is scheduled for completion in early 1961.



IN A NEW LABORATORY AT CAMBRIDGE: After the opening ceremony, Professor P. V. Danckwerts (centre), head of the Chemical Engineering Department, talks to Lord Godber (right) and Professor H. Butterfield, Vice-Chancellor of Cambridge University.



A NEW TYPE OF CHINA: In the Royal Doulton Potteries, Burslem, plates are passing along the production line in the section where the glaze is applied. They are made of the new English translucent china, which was recently announced by Doulton Fine China Ltd., and will be introduced at home and abroad next month.

CUPS AND PLATES: The girls on both sides of the conveyor belt are examining finished products made of English translucent china. If the new china is held up to the light the shadow of the hand can be seen through it. Tests have shown that it is stronger than earthenware. Its price, it is stated, will be only slightly more.

PROCESSES IN THE MANUFACTURE: An assistant demonstrates the translucent properties of the china before it is placed on the trolley containing other articles ready for the kiln. *Left*—A plate is being made in the Royal Doulton Potteries. On the right is the raw material for the new kind of china.

AN IMPORTANT DEVELOPMENT IN ENGLISH CHINA

Simultaneously in London, New York, Toronto, Johannesburg and Sydney, Doulton Fine China Ltd., of Burslem, in Staffordshire, announced the production of a new kind of china on Thursday of last week. The product, which is called English translucent china, will begin to appear in shops at home and abroad in January. Claimed to represent the most significant development in tableware for some 200 years, the china, it is stated, could change the buying habits of millions of people. It should help Britain to compete more effectively with Japan, Germany and other makers of felspathic china, the sales of which have increased considerably in recent years. The new china costs only about half as much as the finest bone china and only a little more than good earthenware; the price of a dinner service for six will vary between 11 and 16 guineas, and tea-sets between 5 and 8 guineas. With many of the qualities of fine bone china, the translucent china is also strong. At a Press conference at its introduction in London, a woman wearing spiked heels jumped on an upturned plate without even marking it. It was stated that English translucent china, the result of twenty years' work at the Royal Doulton Potteries, was a natural evolution of traditional English pottery methods and not an imitation of Oriental or Continental methods, which differ radically in many fundamental respects. There will now be on the market, for the first time in two centuries, three distinct kinds of English tableware from which to choose instead of two: earthenware; bone china; and the new English translucent china.

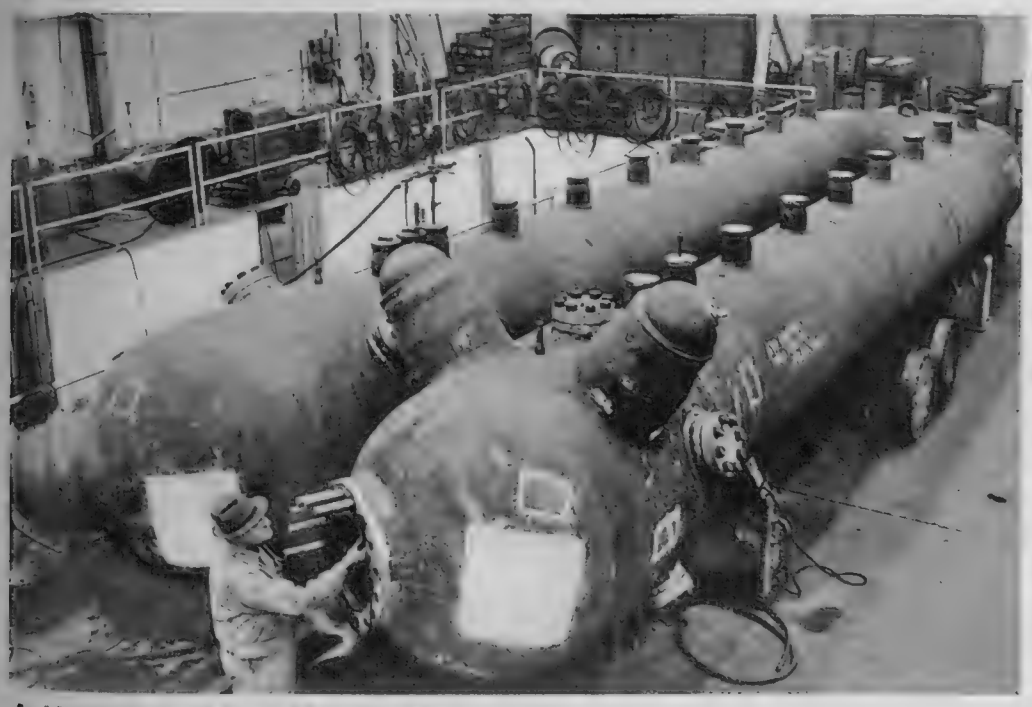
A BRIDGE OVER THE NIAGARA

The American Rapids Bridge (left) spans the Niagara River above the Falls and links the city of Niagara Falls and Goat Island (background). With a main steel girder span of 450 ft., the bridge has the longest plate girder built in the U.S. A unique counter-weight arrangement in the side-spans permits a relatively shallow depth of 7 ft. at mid-span. The new bridge provides two lanes of traffic and two pedestrian pavements. Built by the Power Authority of the State of New York as part of the park and parkway programme arising out of the Niagara Power Project, the structure was declared open to construction traffic at the end of November, but it will remain closed to the public until a number of improvements to the facilities on Goat Island are completed in 1960. The contractors for the superstructure, Bethlehem Steel Company, have practically completed all their work on the bridge, except for the final painting which will be done during warm weather in the spring. Designed by Praeger-Kavanagh, the structure, including foundations, approach spans and ramps, cost approximately £660,000. Work is in progress on a number of related improvements on Goat Island. A two-lane road, which runs round the perimeter, has been relocated slightly inland and is being completely rebuilt. New and increased parking accommodation is being provided and new lighting is being installed on the roads.

On left—

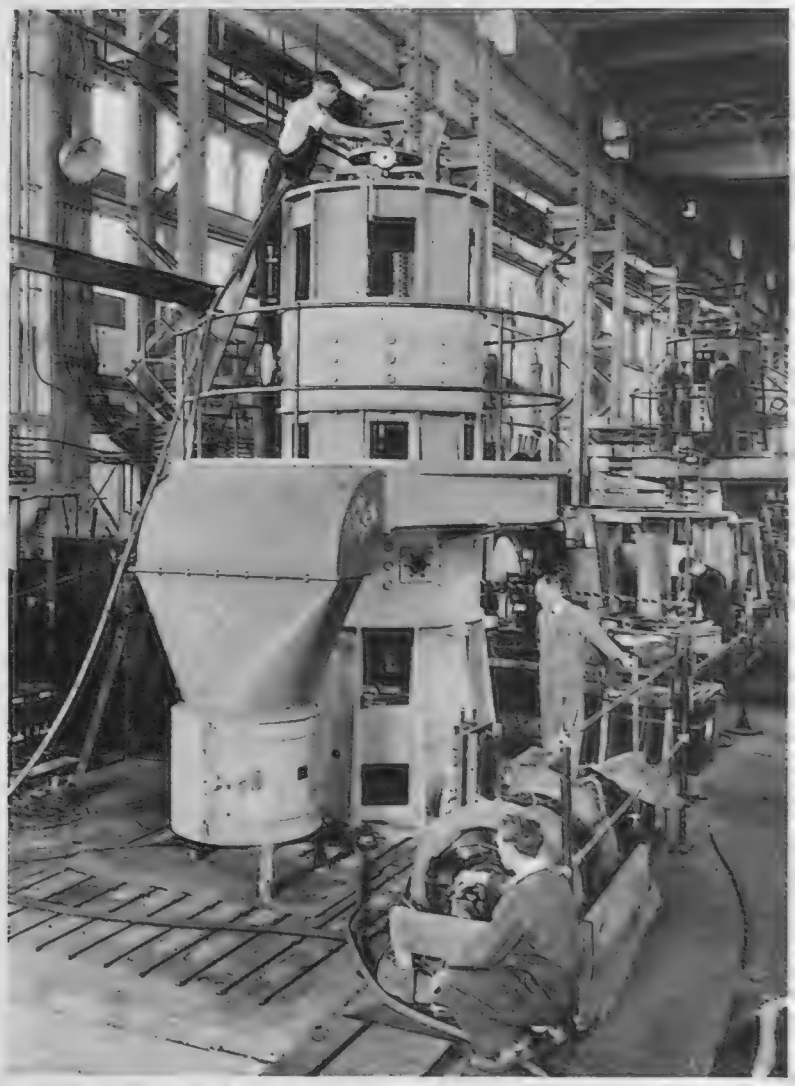
KEEPING AN UNDERPASS WARM IN WINTER

An electrician fastens down part of the specially-made p.v.c.-coated heating cable to the road surface of the Hook underpass on the Kingston By-pass section of the main A.3 London to Portsmouth road. The final layer of asphalt is laid over the grid of heating "elements," which are designed to prevent the road icing up during the winter. The project is being carried out by the South-Eastern Electricity Board.



A HEAT-EXCHANGER FOR AN AMERICAN NUCLEAR POWER STATION

A 60-ton heat-exchanger undergoes its final inspection in the boiler works at Barberton, in Ohio, of the Babcock and Wilcox Co. Containing ten miles of 1-in. stainless steel tubing, the unit is 40 ft. long and 13 ft. wide. It is part of one of four steam generators for the Consolidated Edison Company's nuclear electric generating station at Indian Point, New York State. The unit, resembling a gigantic U-shaped tube, 4 ft. in diameter, will use heat generated by nuclear fission in the station's reactor to make steam. All four heat-exchangers are due to be delivered at the nuclear power station during the spring of next year. Babcock and Wilcox are the designers and builders of the nuclear portion of the plant. When it comes into operation the 275,000 kW. station will provide electricity for about 250,000 homes.



EQUIPMENT FOR A SCOTTISH NUCLEAR POWER STATION

Under construction in the Witton Engineering Works of the General Electric Company Ltd. are two of the sixteen gas-circulator motors for the Hunterston nuclear generating station. The motors run at 1,040 revolutions per minute and develop 2,354 h.p. One of the sixteen has already been installed on the site, where it is being used at present in tests of the gas-circulator system. The Hunterston nuclear power station in Ayrshire is being constructed by G.E.C. for the South of Scotland Electricity Board.

"PRINCESS MARGARET—PHOTOGRAPHER, AT BADMINTON": The photograph, taken by Peter Keen, of *The Observer*, during the Three-day Horse Trials at the Gloucestershire seat of the Duke and Duchess of Beaufort, has been awarded an honourable mention in the Portfolio Category of the British Press Pictures of the Year competition. Sponsored by *Encyclopædia Britannica* and the Institute of British Photographers, the competition attracts a large entry from photographers throughout the Commonwealth.

"ROYAL JOKE": The picture of the Duke of Edinburgh visiting a gymnasium, was taken earlier this year by G. S. Finlayson, of *The Manchester Guardian*. He gained second prize in the Royal Category.

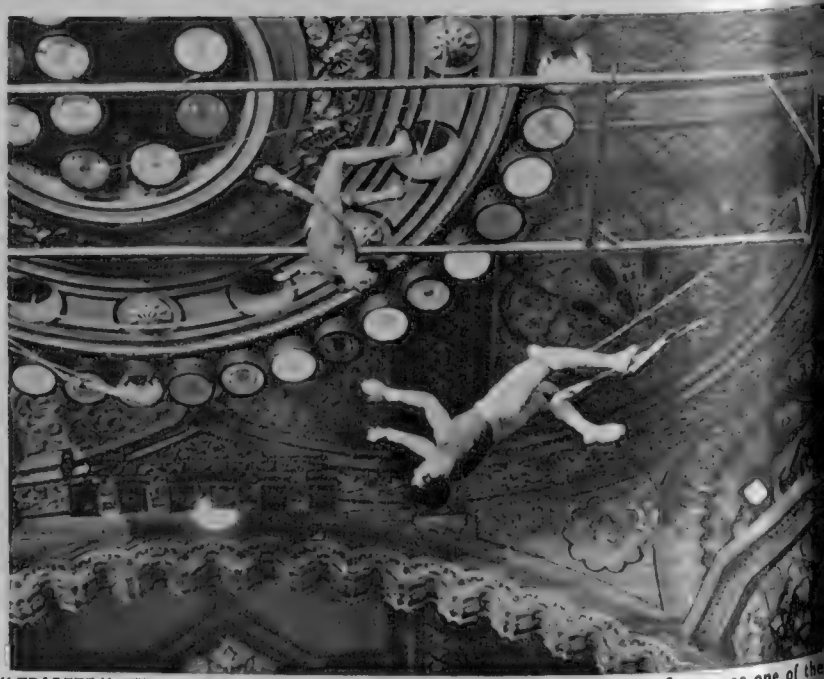
PICTURES OF THE YEAR

A Selection of Prize-winning Prints in the Annual Competition

This year 294 Press photographers, including 42 from overseas, entered a total of 2,147 prints for the annual British Press Pictures of the Year competition sponsored jointly by *Encyclopædia Britannica* and the Institute of British Photographers. It was the twelfth successive competition and the number of photographers who entered was the largest ever. Among the selection of prize-winning prints reproduced on these pages some have already appeared in THE SPHERE during the course of the year. There were seven categories in the competition, consisting of Portfolio, Sequence, News, Royal, Feature, Sport, and Colour, each category having a separate panel of judges. In the Portfolio Category the winner, Terry Fincher, of the *Daily Herald*, has received in addition to his prize of 100 guineas, the Hector McNeil Trophy, which he holds for twelve months. He also becomes the second photographer to win the title of British Press Photographer of the Year on more than one occasion. The prize for the runner-up was 50 guineas. In all other categories, except Colour, the winner has received 50 guineas and the photographer in second place 25 guineas; the joint first prize-winners in the Colour section have received 37½ guineas each. Some photographers have also been awarded Honourable Mentions. All the prize-winning pictures, as well as many others, were on show earlier this week at the Savoy Hotel, in London, when the prizes and illuminated diplomas were presented by Dame Margot Fonteyn.

"BATON CHARGE": The picture of police charging women demonstrating at Cato Manor, an African township of Durban, was taken by Laurie Bloomfield, of the *Natal Daily News*, South Africa. It won the first award in the News Category. Police were reported to have fired on the screaming, hysterical women during the riots in the spring. Several were injured.

"SCHOOL OF FREE EXPRESSION": At a school in Hampstead, wide-eyed attention is given to a master wearing shorts. One of a sequence of twenty-two studies, the picture gained Rosemary Mathews, Keystone Press Agency, the second award in the Sequence Category.



"TRAPEZE": The performers fly through the air with the greatest of ease, as one of the artistes swings to catch his partner high under the roof. The picture, taken by Barnet Saidman, of the *News Chronicle*, won the joint first award in the Colour Category.

SLALOM ON WATER": The water-skier turns in a tight circle to leave a sheet of spray behind him. The picture, taken by Peter Keen, of *The Observer*, won an honourable mention in the Portfolio Category; 55 portfolios were submitted, each comprising 10 pictures.

"TOUCH OR GO": As the Rugby player dives with the ball for the line, his opponent tries to hold him back. The picture, by W. Bradley, *News Chronicle*, Manchester, won the second award in the Sports Category. There were 197 photographs entered in the category.

"RACING DIVE BY JUDY GRINHAM": The study of the British swimming champion was taken by Victor Blackman, of the *Daily Express*. It won the second award in the Portfolio Category.

On left—

"GOING INTO ORBIT": This exciting moment in a football match was captured by C. Thomas, of the *Evening Chronicle*, Manchester. The picture won the first award in the Sports Category.

On right—

"AIRBORNE": The competitor on his scramble motor-bike flies down a slope. Taken by Terry Fincher, of the *Daily Herald*, the picture gained the first award in the Portfolio Category.

E WINNER": Stirling Moss walks along the pits to change cars after his Aston Martin caught fire in the T.T. at Goodwood. The picare, by Terry Fincher, *Daily Herald*, won first award, Portfolios.

"CRASH HORROR": The picture of a serious accident during the Easter races at Crystal Palace was taken by Colin Fletcher, Southern News Pictures, for the *Daily Mirror*. It won second award in the News Category. Altogether six riders were involved in the accident; two of them were killed and two more badly injured.

The World of Books

WAR ON SEA AND ON LAND

The Autobiography of a Naval V.C.; a New View on the Maginot Line; Medicine and Murder; Pioneer of the Cape-Cairo Trek; Historical Novels and Other New Fiction

SO much of our island history is bound up with sea history that the autobiography of a distinguished British sailor can only be partly a personal record and partly an added chapter in the saga of the country itself. So it is with FOOTPRINTS IN THE SEA (Evans. 30s.), the life story of Captain Augustus Agar, V.C., R.N., whose career began as a midshipman in 1905 and ended officially when he "swallowed the anchor" forty years later. Between those dates Captain Agar saw action over half the world, was actively engaged (and that is something of an understatement) in both world wars and won his V.C. at the time of the Russian Revolution when, from the Coastal Motor Boat in his command, he sank the cruiser *Oleg*. H.M.S. *Dorsetshire*, sunk by Japanese dive-bombers, was his last command at sea, but after that he had the fine assignment of being President and Captain of the Royal Naval College at Greenwich. One of Captain Agar's postings was to the Royal yacht, *Victoria and Albert*. The straightforward, sailor-like simplicity of his writing style reflects many of the qualities that his friends and the men who served under him have appreciated and his book is a record of the life of a fine and devoted sailor.

The Maginot Line became a fable of the Second World War and created in France the "Maginot mentality" which was a contributory cause to France's defeat in 1940. It was also, says Mr. Vivian Rowe, the subject of endless rumour and misrepresentation. He has set himself to clear away the obscuring fables and propaganda haze in his book, THE GREAT WALL OF FRANCE (Putnam. 30s.), to which he has given the unexpected sub-title of *The Triumph of the Maginot Line*. Getting down to the bedrock of the strategic concept of this massive line of defence, Mr. Rowe demonstrates that this was entirely realistic, that it was a limited line of defence to cover the heavy industries of Alsace and Lorraine from sudden assault and that it was the sedulously fostered misconception of it as a total defence for France that helped to bring disaster. It was, in itself, intended to be impregnable and so it was. It is not often that one reads a sober and documented vindication of the actual material of a military defence: Mr. Rowe's book should have the success of originality as well as of an unusually lucid exposition.

Sir Sydney Smith is a great authority, one of the greatest to-day, on forensic medicine which, as we know, means medicine as pertaining to courts of law and is the branch of science in which such men as Sir Bernard Spilsbury made their names. Sir Sydney's autobiography is called MOSTLY MURDER (Harrap. 21s.) and is, in the main, a series of case histories of crimes on the solution of which he has worked, illustrated by photographs more grisly and repellent than are generally seen in books offered for sale to non-technical readers. In spite of this, Sir Sydney writes calmly, almost chirpily, of his experiences.

THE MAN FROM THE CAPE (Evans. 18s.) is Mr. Norman Wymer's excellent biography of his uncle, Mr. Ewart Grogan, D.S.O., a pioneer in Africa and the first man to make the endlessly hazardous trek from the Cape to Cairo. When he was a young man, fifty-eight years ago, it was Cecil Rhodes who said to him "Give yourself to Africa, Grogan—give yourself to Africa. You 'll never regret it." To-day, living in the Kenya he has done so much to develop and where, in his eighties, Mr. Grogan is "still vigilant and ready to pounce," he can feel few regrets indeed, though when recently asked for his own verdict on his life his typical reply was: "A great lark but not worth repeating!" As an Empire builder in the truest and most honourable sense, that verdict is unacceptable to thousands upon thousands of people.

PENDLEY AND A PACK OF HOUNDS (Hodder and Stoughton. 21s.) brings us to an infinitely smaller canvas but nevertheless a delightful one. Mr. Dorian Williams writes about his family home, a Hertfordshire manor built a hundred years ago with instructions to the architect "to make it look like a Tudor manor that had been added on to," and he writes about it as it is now, an educational centre presided over, not by an M.A. but by an M.F.H.—himself. One may have heard of Mr. Williams—or seen him—in his capacity of TV commentator on British show-jumping, or as the author of a history of that sport, or as a Director of Pendley's annual Shakespeare festival, or as Master of the Whaddon Chase. These, he explains, are his four life interests and, as might be expected, a man with such a remarkable variety of interests, writes with enormous zest whether about horses, poetry or people. This autobiographical volume is great fun and by no means a commonplace attempt to translate personal enthusiasms into written words.

I approach books on Japanese subjects with some prejudice, born of war: the writings of Mr. Sacheverell Sitwell with no prejudice at all. BRIDGE OF THE BROCADE SASH (Weidenfeld and Nicolson. 36s.), therefore, poses an obvious problem since its theme is Mr. Sitwell's first, and recent, visit to the Japan which had fascinated him from youth. Another problem might have been the book's impressive dimensions had not the author thoughtfully broken up its length with illustrations of wonderful, sometimes austere, sometimes extravagantly ornamented places and pieces. First and last, there is the book itself: perceptive, sympathetic and based on that most attractive element in the make-up of a natural connoisseur, which is a burning desire to find beauty.

DESCENDANTS OF THE CENTRAL FIGURES IN A SCANDAL OF SIXTY YEARS AGO: At a dinner party in the Café Royal, in London, are Mr. Vyvyan Holland, the seventy-three-year-old son of Oscar Wilde, and the Marquis of Queensberry. Also present at the dinner was Lord Cecil Douglas. All three are working together as advisers on a film to be made about the Trial of Oscar Wilde. It was the feud between Wilde and the ninth Marquess of Queensberry (great-grandfather of the present Marquis) over his son, Lord Alfred Douglas (uncle of Lord Cecil Douglas), which led to the scandals ending in Wilde's trial in 1895.

THE CHERRY TREE (Phoenix. 25s.) is Mr. Geoffrey Grigson's anthology of poetry, all of it English, and divided under twenty-nine headings to provide a searching ground for the young or a familiar pasture for the more widely read. As he writes: "Poetry comes from playing the best game of words which has ever been invented." It is easy enough to agree with him that it can be sad, glad, serious, frivolous, trivial, gentle, tough or extravagant and to reflect that there are few people who, even unwittingly, are not affected or influenced by some remembered snatch of a poet's inspiration.

I CAN TAKE IT ALL (Hutchinson. 16s.) is a nov by Sir Anthony Glyn, who once wrote a splendid biograph of his grandmother, Elinor, and has since proved himse as a most original writer in his own manner: awa intelligent, mannerly and witty. The scene for the prese book is chiefly Finland, with flashbacks to Paris, all them in the terms of a man who has made his own w without too much financial hardship but a robust sen of independence since the last world war. It is one of t joys of a reviewer's life that he can never become sated bored with fresh books, and this is one that I hail wi as much feeling as if I were newly emerged from retre to browse in my first bookshop for years.

A WINTER'S TALE (Chatto and Windus. 16s.) h very much to recommend it, too, fantastically over-writte as it is, as if the author, Mr. Robert Hardy, instead being in his young forties, had hardly a moment to spar and must cram it all in to this one highly-sensitive beautifully compassionate tale of a would-be murdere and his true love. I didn't quite believe in his lovely tender-hearted, articulate dancer girl. But I did enje enough of this London tale of terror and pity to ma me remember it for months to come.

Mr. Peter Forster is to be congratulated on su mounting that formidable writer's obstacle, his secon novel, with success and distinction in THE RIGHT PEOPLE (Hutchinson. 16s.). Mr. Forster seem to me to be as amusing and observant a chronicler o this present generation of Londoners as that muc underrated writer, Mr. Michael Arlen, was a quarte of a century ago. He has the same eye for socia quirks and uneasy distinctions as well as a pleasan epigrammatic style. When he has taken some o the rough edges off his social conscience this novelis may very well be worth reckoning with.

Having read THE UNKNOWN AJAX (Heinemann. 16s.) until the small hours, I fell asleep at its conclusion with such dreamy, grateful and inadequate couplets floating through my mind, as

Miss Georgette Heyer
Knows no peer

and, even on early morning awakening, could find nothing (except, perhaps, a longing for Byron's rhyming sense), to change in the sentiments. Certainly, Miss Heyer is quite alone on her eminence as a writer of novels with the background of the Regency period in England; added to this, she writes with wit and with the kind of light touch which breeders of thoroughbred mounts require in their riders. This latest story has a setting of the Kentish Weald and Romney Marsh in the second decade of the nineteenth century, a time when even a good soldier could be made or marred by his service abroad and when smuggling at home (at least in that district) was regarded with a curiously indulgent eye in some quarters. Miss Heyer has written a story which is as elegant as one would have expected and also, by the same token, tough, human funny and completely satisfying.

WIFE TO GREAT BUCKINGHAM (Jarrolds. 16s. is Mrs. Hilda Lewis' story of that devoted lady who was Catherine Manners and who, at the age of fifteen, as the greatest heiress in England, was obliged by circumstances to marry the profligate Duke of Buckingham. It is the author's thesis that, in spite of his glaring infidelities, he did in some measure deserve the duchess's encomium tha

EMINENT WRITERS AND DIARISTS

Twenty-two Short Studies by Beatrice Saunders

Beatrice Saunders has made it her aim to trace the course of what she considers genius in a series of penetrating essays and portrait studies of famous writers and diarists from Montaigne, Bacon and Evelyn to Carlyle, Leigh Hunt, Turgenev and Dostoevsky. Miss Saunders has chosen to write of authors for whom she has a particular admiration and the scope of whose talent she appreciates. The essay on the luckless Hazlitt is particularly well done, of a man, massive in intellect, lonely and isolated in his lofty thought, and, for the most part, in a minority of one, unwilling to join in the crowd, and usually standing in its path to be trampled upon and jostled unmercifully. Miss Saunders has for Hazlitt great sympathy, showing a man "who never learnt to skate gracefully over the surface of life," and who never "wrote a line that licked the dust." Another memorable portrait is that of Turgenev, born to wealth on the great estate of Spaskoe, where his mother ruled over 5,000 serfs, and destined to be remembered as the man who paved the way for the emancipation of serfdom by laying bare its tyrannies and, at the same time, laying bare to Europe the soul of Russia. PORTRAITS OF GENIUS (John Murray. 25s.) is a readable piece of work, and an incitement to further reading.

Statesmen, historians, and sociologists will be hard at it for years assessing the events of 1956 in Hungary, disentangling the tissue of lies and falsehoods. Already some of the truth is beginning to emerge, and perhaps the most shattering fact for the Soviet masters to assimilate is that their indoctrination of youth over a period of eleven years was a waste of time; for it was in the University of Budapest, which had undergone such a thorough ideological "brain-washing," that the first phase of the autumn rising found its chief adherents. A notable contribution to our knowledge of the Hungarian rising is provided by a new volume published for the Congress for Cultural Freedom and entitled THE TRUTH ABOU THE NAGY AFFAIR (Martin Secker and Warburg 35s.). The preface is written by Albert Camus, th distinguished French novelist, and the work has bee produced by a group of friends and former colleague of the Hungarian Prime Minister, who are now livi outside Hungary. This might well give rise to doubt regarding the objectivity of the book, but the array o evidence is impressive, and there seems no shadow of doubt that the Hungarian people, although exhauste by the provocations and tyrannies of the hated Rako regime, was determined to achieve a variant of Socialis at once more democratic and popular. The crime o Nagy and his friends appears to have been that the were willing to be the prudent guides of this reform. Fo that they paid with their lives.

Two volumes in a new series of regional histories art make their appearance together. They are magnificen examples of the publisher's skill. INDIA: FIV THOUSAND YEARS OF INDIAN ART is the wor of Hermann Goetz, who has lived on the sub-continen for a quarter of a century. The richness and varie of the subject are immensely appealing, and this volum and its superb illustrations in colour do justice to Frits A. Wagner writes on INDONESIA: THE AR OF AN ISLAND GROUP. By reason of its locati

THE DEMON BARBER OF FLEET STREET: *Left*—In the new version of the Victorian melodrama by the choreographer, John Cranko, for the Royal Ballet, Donald Britton dances Sweeney Todd. The world premiere was at the Shakespeare Memorial Theatre, at Stratford, last week. *Right*—At the Lyric, Hammersmith, Sweeney Todd (Roy Godfrey) shows his razor to Mrs. Lovett (Barbara Howitt). The musical version of the melodrama, called *The Demon Barber*, opened last week.

(*Continued from previous page*)

...ner was there so kind a husband as you are " and that, ...aps, her loyalty was based on a knowledge of the ...e's character that has escaped historians. Readable ...with a flavour of authenticity.

THE MAN WHO GREW TOMATOES (Michael ...ph. 13s. 6d.) is a new murder story by Miss Gladys ...chell, with Dame Beatrice Lestrange behaving in her ...rbly reptilian and wily way, being kind but firm with ... boys, ruthless with East Anglian liars and finally ...g up the solution of some excessively disagreeable ...ths in a neat, work-ladylike knot.

BONY AND THE BLACK VIRGIN (Heinemann. ...6d.) is Mr. Arthur Upfield's new book about murders ...he outback of Australia, specifically on a huge sheep ...on in the western part of New South Wales where the ...nces are as vast, the droughts as killing and long- ...d and the general living conditions as harsh as in the ...lands of far more remote Australian territories. The ...nt book has as exciting descriptions of country, ...her and animals as any of Mr. Upfield's, including his ...rgettable *Death of a Lake*, and a better story. On sober ...ction, I think it is the best book he has ever written.

Vernon Fane

...archipelago has lain open to all the important ...ural and religious influences of the Orient ever since ...immigration of the Indonesian people from South ...n between 2500 and 1500 B.C. Frits Wagner deals in ...tterly fashion with his diverse material. The volumes ...published by Methuen and each is priced at 42s.

...aymond A. Dart and Dennis Craig have collabo- ...in writing ADVENTURES WITH THE MISSING ...K (Hamish Hamilton. 25s.). Dr. Dart gained fame ...s newly-appointed anatomist of the University of ...Witwatersrand, with his report on the finding and ...mination of a skull in a South African mine. The ...t indicated the discovery of a new link between ape ...man, leading to some drastic revision of scientific ...ing. Dr. Dart's theories, at first torn apart and ...redited, seem to have gained widespread recognition.

...HE MOST OF S. J. PERELMAN (Heinemann. ...is an omnibus volume of 650 pages containing the ...ce of the wit and wisdom of this American writer ...has for so long entertained magazine audiences. ...thy Parker writes the introduction, asking, quite ...standably, why anyone should want to be a writer ...n there are such jobs going as the cleaning out of ...boats." As Miss Parker so rightly says, Mr. Perelman ...the world by the tail and casually slings it over ...houlder. This is an omnibus that travels at speed ...if it never seems to stop anywhere for very long.

...N ALMANACK FOR THE YEAR OF OUR ...D 1960 is the official title on the frontispiece of this ...y annual and prime essential which seems to grow ...massive every year. WHITAKER 1960 (Complete ...on. 21s.) runs to nearly 1,200 pages, and contains ...details of the General Election held in October 1959.

R. C. E.

"THE DEMON BARBER": In the production at the Lyric, Hammersmith, are, from left, Dr. A. Lupin (Raymond Cooke); Sweeney Todd; Jonas Fogg, Keeper of a madhouse (Barry Humphries); and two vile myrmidons (Richard Curnock and Peter Mander).

Two new versions of the famous old melodrama of *The Demon Barber, Sweeney Todd*, had their first nights last week. The Royal Ballet gave the first performance of John Cranko's ballet, based on the story, at the Memorial Theatre, at Stratford-upon-Avon. The choreographer described the work as a " ghoulish comedy." At the Lyric, Hammersmith, a new musical version, called *The Demon Barber*, opened as the Christmas production of the theatre. Written by Donald Cotton and with music by Brian Burke, the musical was designed to exploit the traditions of English vernacular light opera. Of all Victorian melodramas, *Sweeney Todd* is perhaps the most famous. Based on the life of a seventeenth-century barber of that name, the story tells how Todd cut his customers' throats while shaving them. The bodies were disposed of through a trapdoor into the cellar, where they were made into pies by means of a mincing machine.

CHRISTMAS SHOWS

On left—

AN IMPORTANT UNDERSTUDY IN "TREASURE ISLAND": Charlie perches on the hand of Bernard Miles, who plays Long John Silver in the Mermaid Theatre's current Christmas production of *Treasure Island*. On left is Mr. Peter Cadbury, Managing Director of Keith Prowse and Co., and owner of the parrot. Charlie is understudy to "Captain Flint," who has the important bird role in the play. *Treasure Island* opened at the only theatre in the City of London on Monday last (December 14) for a run of ten weeks. Besides Bernard Miles, the creator of the Mermaid Theatre, the cast includes Michael Shepley as Squire Trelawney; John Hall as Jim Hawkins, and David Dodimead as Dr. Livesey. The new adaptation of Stevenson's classic is directed by Peter Coe and the designs are by Sean Kelly.

OXFORD'S VICTORY

They Win the 78th Varsity Match at Twickenham

On a fine afternoon at Twickenham, 58,000 people watched the grim forward struggle, which made up nearly all of the seventy-eighth Varsity match. The score consisted of three penalty goals to Oxford and one to Cambridge. In all the years in which this famous match has been played, only five games have been fought without a try being scored, and although in recent years there have been three penalty goals, never before have there been four. During the first half, Cambridge, playing on their weight superiority in the forwards, pressed continuously and had a definite territorial advantage.

At half time Oxford were leading by 6 points to 3, and it looked as if Cambridge, with the wind behind them, would prove too strong. But instead it was Oxford, going further ahead with another penalty goal, who seized such chances as there were. The speed of Phillips, the Oxford captain, in the centre, led to several dangerous movements, but the Cambridge defence held out. Both sides during this season have been much troubled by injury. This prevented their working out the usual degree of combination which in the past have made Varsity matches exciting. In fact, the six Oxford three-quarters and halves had never played together in a match before.

AT TWICKENHAM: During the Varsity match, Oxford are forced to touch down behind their own posts during heavy Cambridge pressure on their line. The seventy-eighth University match was won by Oxford by 9 points to 3, all the scoring consisting of penalty goals. Fine, dry playing conditions were only marred by a stiff wind blowing almost straight down the field, but it was a hard, fierce match containing few three-quarter movements.

INTO TOUCH: Carrying the ball with them, two Oxford and two Cambridge players fall over the touchline. The struggle is watched by one of the Cambridge wing forwards, J. C. Brash.

On left—
NEAR THE CORNER FLAG: As both packs of forwards look for the ball during a loose scrum, D. M. Davies, the Oxford hooker, has his shirt pulled from his back by the Cambridge forward, K. R. F. Bearne (left).

IN THE LINE-OUT: Oxford jumps higher to gain the ball. Although the heavier Cambridge pack gained more of the ball—27 to 22 line-outs and 25 to 14 scrums—they were unable completely to subdue the Oxford forwards. The game was one of the dourest and least spectacular of Varsity matches.

A GAME OF PENALTY KICKS: J. G. Willcox watches the first of his three successful penalty kicks for Oxford sail high between the Cambridge posts. Cambridge replied with one penalty, kicked by Bearne.

IN THE LONG ROOM AT LORD'S: Players of the team for the West Indies and members of the M.C.C. watch a display of circuit training by students of the Avery Hill Training College. The team gathered in London last week and sailed on December 8 from Avonmouth for Barbados. They were due to reach port on Thursday last (December 17). The first match, *v.* Windward Isles, begins on December 21.

THE BAGGAGE TRAIN: Suitcases and bags have been collected in a corner of the Long Room at the M.C.C. headquarters. On the wall are portraits of two famous England captains, the late D. R. Jardine (left) and Sir Pelham Warner.

THE CAPTAIN: Peter May (right) talks with M. J. K. Smith, another member of his team. The England captain is fully recovered from the illness he suffered last season.

PAST AND PRESENT: Sir Pelham Warner, doyen of world cricket, stands with the England fast bowler, Freddie Trueman, before the farewell luncheon to the players.

M.C.C.'s WINTER TOUR

England Cricketers at Lord's Before Starting for the West Indies

England's cricket hopes for the forthcoming four-month tour of the West Indies assembled in London last week on the day before they sailed for Barbados from Avonmouth in the S.S. *Camito*. At Lord's M.C.C. officials and members entertained them at a farewell luncheon, and later in the day the Commissioner for the West Indies, Mr. Garnet Gordon, gave them a reception.

There are fifteen players in the M.C.C. team, led by the long-established combination of P. B. H. May (captain) and M. C. Cowdrey (vice-captain). May was out of cricket for much of last season but was reported to be fully recovered and in excellent form before leaving England. The team is young in age and a blend of experienced tourists and newcomers to cricket overseas. Bowling, rather than batting, is regarded as the problem, for although Trueman and Statham are among the players, the successors of Lock, Laker and Bailey have still to establish themselves. On the last West Indies tour, in 1953-54, England started badly but eventually recovered to draw the series

STAINED GLASS FOR LIVERPOOL

The Scholars' Window for the New Cathedral

A STAINED-GLASS WINDOW FOR LIVERPOOL CATHEDRAL: Watched by the artist, Mr. Carl Edwards, Mr. Edgar Crouch uses a wheel-cutter to cut glass to the shapes on the "cutline." This is a tracing which shows the glass shapes required. The window is being completed in Mr. Edwards' studio at the Apothecaries' Hall in London.

Mr. Carl Edwards' large window, commissioned for Liverpool Cathedral, is to be fixed in position sometime early in the New Year. Measuring in all 500 sq. ft., the window will be placed in the first bay on the north side of the nave. It consists of two lights, each 32 ft. high, and a large centre rose. Mr. Edwards is completing the task, which has taken him over a year, in his studio in the Apothecaries' Hall, in the City of London. In the past, he has been responsible for windows in the House of Lords, St. Clement Danes and the Temple Church in London.

The new window is known as the Scholars' Window. In the rose is St. Clement of Alexandria. There are portraits of Bishop John Jewel, whose *Apology for the English Church*, 1562, was the first statement of the Anglican position; the Rev. Richard Hooker, perhaps the most famous of the sixteenth-century English theologians; Bishop Jeremy Taylor, who wrote *Holy Living and Holy Dying*; Bishop Berkeley; the Rev. William Law; Archdeacon William Paley; Professor E. B. Pusey, a leader of the Oxford Movement; the Rev. Frederick Maurice, a nineteenth-century reformer; Dean A. P. Stanley, a leading Victorian churchman; Bishop Mandell Creighton, 1843-1901; Bishop Gore, 1853-1932; and Dr. Dwelly, a recent Dean of Liverpool. There are also four scenes: of Archbishop Cranmer compiling the Book of Common Prayer; of the Translators of the Authorised Version; of three Cambridge Bishops; and of two Oxford theologians.

ANOTHER STAGE: One of Mr. Edwards' assistants, Mr. Paul Peters, paints the glass shapes before they are placed in the kiln for firing. In this process the glass is brought to a high temperature so that the painted details are fused and made permanent.

On left—
FITTING THE LEAD: Mr. Thomas Toller, who is seventy-four and has been working with stained glass for sixty years, fits the glass shapes into the cames of lead. Mr. Carl Edwards has been engaged in the making of the large window for over a year.

THE FINAL TOUCHES: Mr. Edwards is seen at work on the top portion of the window for Liverpool Cathedral. It depicts the Rev. William Law, one of the inspirers of the Evangelical Revival in the eighteenth century; Bishop Berkeley; and Archdeacon Paley.

OTHER FAMOUS FIGURES: A panel of the window depicts Dr. Mandell Creighton, a nineteenth-century Bishop of London, and Dr. Dwelly, a former Dean of Liverpool. The window contains the portraits of many Protestant scholars.

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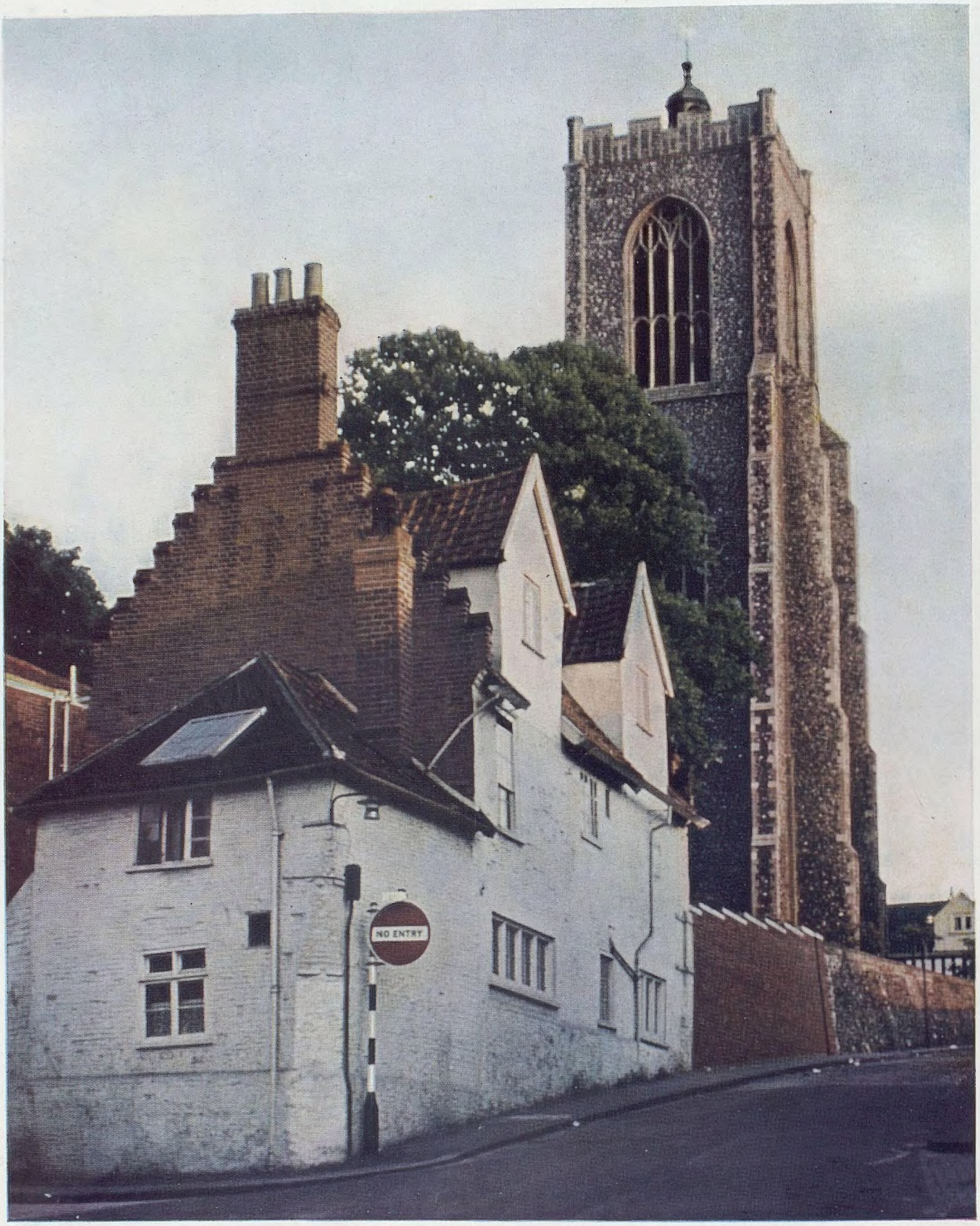

A fine city, NORWICH

A Kodachrome photograph

These old houses stand at the corner of streets whose names indicate the original rural character of this part of Norwich—Willow Lane and Cow Hill. The fine church beyond, St. Giles-on-the-Hill, has the tallest tower of any of the city's thirty pre-reformation churches. Because of its height and its dominant position, a cresset on the top of the tower was used in the 16th century as a beacon.

It was in nearby St. Giles' Street a hundred years ago that an office was opened to provide insurance against the risk of accidents of various kinds. This company was amalgamated with the Norwich Union in 1908, so that the Societies today provide insurances of all kinds—fire, life, accident, marine and aviation.

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